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Leslie's



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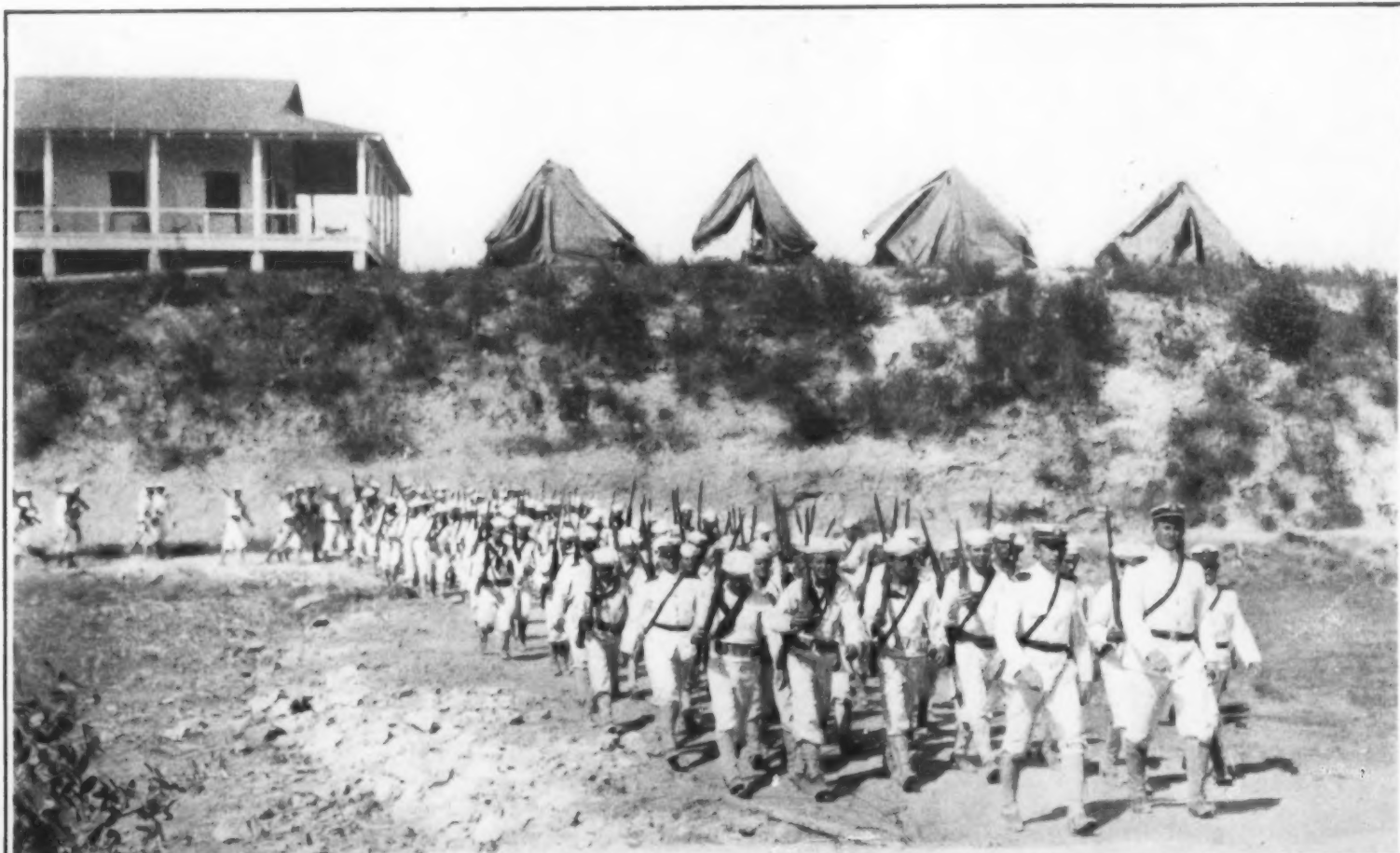
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With Our Naval Defenders at Guantanamo

PHOTO BY HENRY C. MILLER



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THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES

EDITED BY JOHN A. SLEICHER

"In God We Trust."

CXVI.

Thursday, May 1, 1913

No. 3008

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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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5-1-13

News of the Time Told in Pictures



CAVALRY HORSES PICKETED ON RIGHT AND LEFT, WITH THE FOURTH BRIGADE IN THE BACKGROUND.

General Leonard Wood has announced that the entire Second Division now encamped near the Mexican border will be kept there "until the causes of the mobilization are removed." He was sure that they would not be removed for six months, at least.

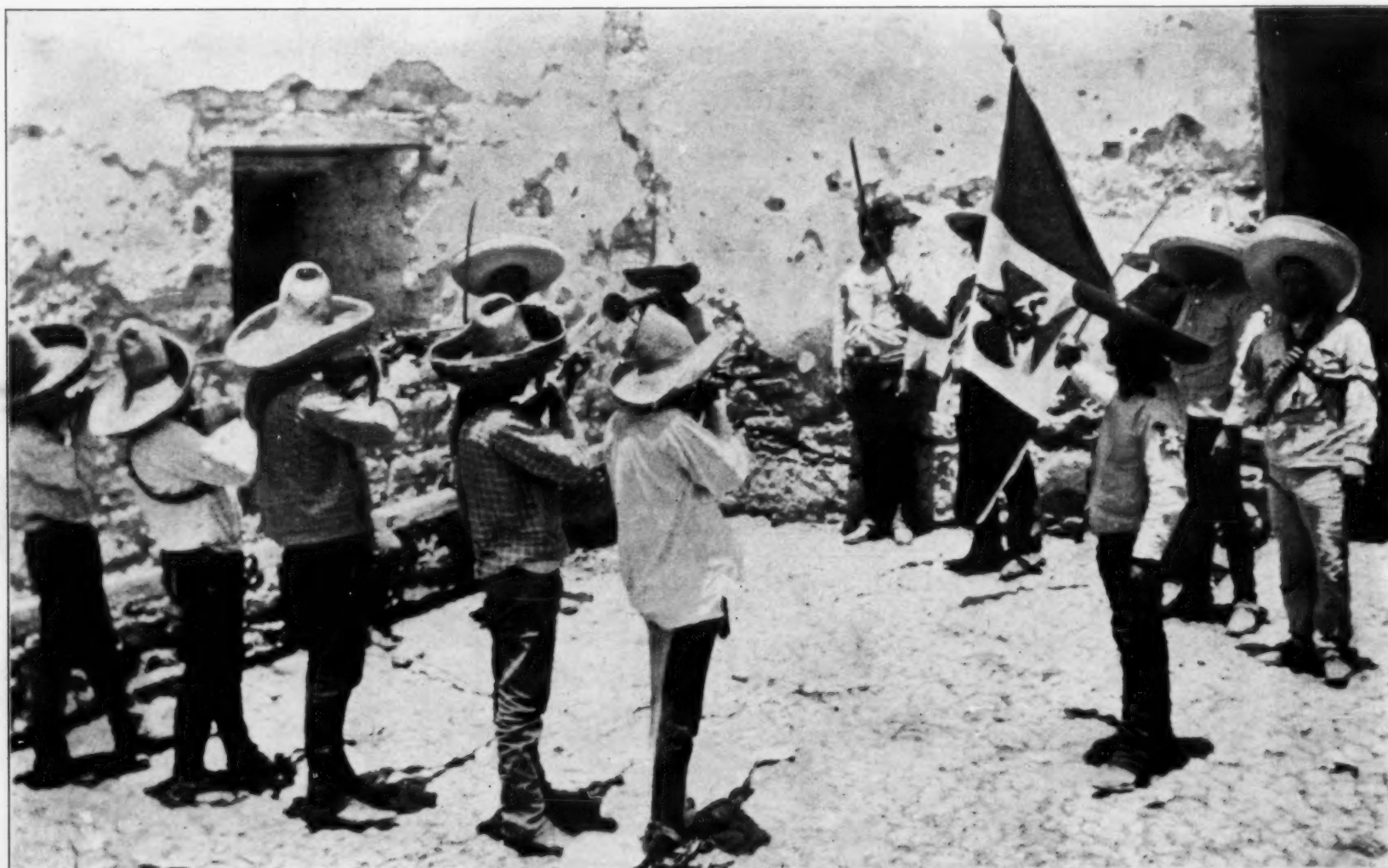


AN ENTIRE BRIGADE OF INFANTRY IN KHAKE, MARCHING IN REVIEW.

The scattered remnants of the Regular Army are being assembled and drilled in large units, as in actual time of war. This scene occurred at Fort Crockett, Galveston, Texas.



THE 23d INFANTRY AT TEXAS CITY, WITH AN AVIATION SQUADRON ON THE RIGHT.



A MILITARY EXECUTION JUST BEYOND OUR TROUBLED SOUTHERN FRONTIER.

The shooting of Captain Lopez, of the Federal Army of Mexico, by a firing squad of Sonora State Troops. The photograph was taken by a special "Leslie" photographer, who was compelled to leave Sonora hurriedly immediately afterward.

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EDITORIAL

Freedom

PRESIDENT WILSON is right: The nation needs "a new freedom." It needs freedom of opportunity in the struggle for health and wealth and the pursuit of happiness.

This country gives to its people greater freedom and better opportunities than any other nation confers on its children. If it were otherwise the resistless tide of immigration would not be coming our way forever.

The cry for a new freedom is the world's cry. It is feeble here than anywhere else because freedom is our birthright; because this is the land of opportunity, of free schools, of the home and of the Bible.

Because this is the land where the humblest citizen may have the highest ambition; where a coal miner can become a cabinet officer and a rail splitter a president; where a brakeman may become the head of a great railroad and a farmer's boy the director of a banking institution handling hundreds of millions of dollars and with an international scope for its operations.

In no other country does opportunity knock at the door of every ambitious boy and girl as it does in the United States. The danger to us is not from without, but from within. Sudden good fortune has spoiled many a worthy man and coddling has ruined many a promising child. That government is best which governs least, that parent is wisest who encourages self-reliance, self-restraint and independence on the part of his children.

The crying evil of the time is over-legislation. The people have been led to believe that all the ills of mankind can be cured by the framing of new laws. The advocates of this old and always disturbing doctrine are those who offer themselves as best qualified to do this legislating for the people. So law-making by amateur statesmen has become the most popular and profitable of all pursuits. Office-seeking demagogues experiment to their own profit and at the people's expense. They are like quacks who when one of their remedies fails hastens to offer another and still another until the patient either recovers or dies. If he recovers the charlatan takes the credit. If he dies somebody else is blamed.

The people want a new freedom. First of all they should free themselves of the dominating influence of shallow demagogues and superficial theorists who are making the rounds of the stump, the classroom and the lecture hall, wherever they can obtain admission. They have been sowing the seeds of distrust among a happy and contented people and we are reaping a ripening harvest of blasphemers, blackhanders, dynamiters and anarchists. The safety of our homes is in peril and unless the people awaken from their slumber the future of the republic will be endangered.

Restore freedom to the people. Give freedom a new birth in its loftiest sense—freedom of worship, of education and of industrial growth. Freedom for the banker to make investments profitable and secure, under a more elastic financial system; freedom of the railroads to operate without unnecessary interference, restraint and expense; freedom of the manufacturer to fix fair and uniform prices for his commodities just as labor fixes its fair and uniform wages and working hours; freedom of our captains of industry to do an honest business of any magnitude under laws so plain that the wayfarer may read and understand, and, finally, freedom of the suffrage—not forgetting the women.

If President Wilson in a five-line message to the American people would declare for a new freedom on these lines prosperity in every mart and workshop and on every farm would advance by leaps and bounds. What greater record could an administration desire?

The Japanese Question Again.

PRESIDENT WILSON is again right in declining to interfere at the request of the Japanese Government to prevent the passage of the law prohibiting the holding of land by aliens in California. If the facts were generally known the complaint of the Japanese would receive scant consideration.

The Japanese have never recognized the right of aliens to hold or own real estate in Japan, and when foreign intercourse made it necessary for them to permit some kind of holding of Japanese real estate in order to permit foreign merchants to house their business it was only provided under a complicated system of leases and of Japanese trusteeship. The bad faith and dishonesty of Japanese trustees holding title to land for the benefit of American and other foreign owners has been a constant source of annoyance and loss to such foreigners in Japan. Japan is

even at the present time attempting to secure the cancellation of all foreign land rights acquired in Korea before its annexation by Japan, under the claim that these were abrogated by the foreign powers when the Japanese annexation of Korea was recognized by them.

It ill becomes Japan, therefore, to complain when California proposes only to give the Japanese a taste of the treatment that they have been giving to foreigners in their own country for so many years. The Californians can very easily silence the Japanese protest by simply offering to the Japanese in California the same consideration offered to Americans by the Japanese in Japan.

The following paragraphs from an article on "Foreign Leaseholds in Japan," published in a recent number of the *Japan Weekly Chronicle* will be read with interest at this time:

In 1868, Ito Shunkei, as he was then called, was Governor of Kobe, and he issued an order, as a result of a conference with the foreign consuls, which became a diplomatic agreement, by which Japanese and foreigners could make leases "at their own convenience."

The Government refused to recognize the ownership of land by a foreigner, and as land owners did not care to make leases with foreigners, what usually happened was that the land was bought outright by the foreigner and the original Japanese owner remained as lessor, under terms which provided that the land should be held by the foreigner as long as the nominal ground rent was paid, thus making the holding to all intents and purposes a perpetual lease. After a few years, however, the local authorities refused to ratify such leasehold agreements, and insisted that a term should be put to a proposed lease. This, notwithstanding that it was well known that the land in most cases had been purchased outright by the foreigners. It was in vain that the foreigners appealed to the agreement of 1868 by which Japanese and foreigners were given the right to make leases between themselves at their own convenience. The local authorities refused to ratify any leases made for a longer term than twenty-five years.

But this was not all. Some foreigners perceived in entering into a lease that it would be dangerous to leave the taxes on the land to be paid by the nominal lessor, and they consequently endeavored to arrange in these leases that the taxes should be paid by the lessee, who was in most cases the real owner. But the local authorities refused their consent to this arrangement, on the ground, that as foreigners were not liable to taxation they could not be compelled to pay such charges, and that the authorities must, therefore, hold the Japanese dummy title holder responsible. Eventually, arrangements were recognized by which the lessor undertook to pay the tax if the lessee did not do so.

The whole question of these leases is a very difficult one, and while the taxes have as a rule been paid by the lessee, the fact that he was not legally bound to pay them has always given the lessor, who is the Japanese holder of the naked title, a show of right in his application for an increase of rent. Many such cases have been brought, one of the most recent ones being that of a case brought against Mrs. Smithers, widow of a former United States Consul, holding some lots on the Hill at Kobe. In this case, the Japanese plaintiff states that he is the owner of the land, and sues for the modest sum of yen 45.861 for an increase in ground-rent from February 21st, 1888, at which time the ground-rent was fixed by the leases at the nominal sum of yen 15 per annum for a term of twenty-five years.

In most of these cases, where there has been a deliberate attempt to take the title of the lease-holders, they have been successful in the courts, only to find, however, that the attempt was renewed on different grounds. And, since the courts take the position that these matters are governed by the Code they decline to take into consideration the circumstances under which these leases were made, and are not moved by the equities involved. It is easy to see, therefore, that the lease-holders are placed in a very awkward position.

By Japanese law the terms of leases are now restricted to twenty-years, and Japanese landlords limit them still further by providing for a revision of rent every three or four years. Meanwhile the foreign Landholder's law with all its imperfections upon it continues to remain a dead letter, having been promulgated without having come into operation.

With these facts in mind, it is interesting to note that the *Oriental Review* (one of the Japanese press bureau magazines in America) chronicles the fact that "at a place in California, a number of citizens banded themselves together for the discreditable purpose of declining to sell land to Japanese." The *Oriental Review* is silent on the question of the ownership of land by foreigners in Japan.

Senator Root for Leader.

THE report that Senator Root was to be chosen as the Republican leader in his branch of the Sixty-third Congress gratified all the members of his party throughout the country. Intellectually, the senior New York Senator is one of the strongest statesmen of our day. Five or six years ago Colonel Roosevelt declared that mentally, he was the best equipped man who ever sat down at his council table, and the tribute struck the American people, Democrats as well as Republicans, as being just. His service in the Cabinet, especially in the post of Secretary of State, gave him a prominent place in the Senate on his entrance into that body. The committee assignments which were accorded to him were particularly flattering. On the floor of the Senate, as well as in committee work, Mr. Root has been one of the most conspicuous members of his chamber. In the debates on all the great measures which were before the Senate, especially that on the Panama-toll question, his words attracted more attention, abroad as well as at home, than did those of any other member.

A large opportunity for usefulness opens up to the New York Senator in the Congress which is now in special session. Possibly he and the rest of the Republican chieftains in his chamber—Lodge of Massachusetts, Nelson and Clapp of Minnesota, Bradley of Kentucky, Cummins of Iowa, Dupont of Delaware, Borah of Idaho, Smoot of Utah, Gallinger of New Hampshire, Dillingham of Vermont, LaFollette of Wisconsin, and the others—may wield more real influence in the current session than they had in the recent Congress. Some of the men mentioned here have been classed as Progressives in the party divisions of the past twelve months, but even LaFollette and Cummins have lined up with the Republicans oftener in this time than they have with the Democrats. As the new Senate will be controlled by the Democrats, though by only a small majority, and as the House will have a Democratic lead of 147, the great measures of the term which have a partisan side will be decidedly Democratic. Many of them are likely to be more radical even than the Wisconsin and the Iowa leaders will favor.

The conservative people of the country will look for good work from Mr. Root and his Republican colleagues in the next two years, and particularly in the called session. Tariff revision is expected to take up most of the time of that session, and as there are more new men in the House chosen last November than have been in any previous chamber in twenty years, many extreme propositions are likely to be put forward. For the next two years at least there will be a large demand in Congress, especially in the Senate, for men of courage, ability and poise. In addition to the tariff, currency reform will have to be dealt with, and the Panama-toll question will come up again for action, while Mexico may remain with us as a cause of disturbance.

Many persons will remember the aid which a conservative Democratic President, Cleveland, received from the Republican minority in Congress in the special session of 1893 in repealing the purchase clause of the silver bullion deposit law of 1890, thus stopping the silver inflation at a time when a large majority of his own party, which controlled both branches of Congress, wanted more legal tender silver instead of less. It is within the bounds of possibility that Senators Root and Lodge and their Republican associates may, in some crises which may be ahead of us, be able to render a service to Wilson and the country as important as that which Sherman, Aldrich, and their fellow Republicans gave to Cleveland twenty years ago.

\$10 for a Letter.

EVERY day or two we have an appreciative letter about the educational value of *LESLIE'S*. Here, for example, is an extract from an essay written by a Baltimore schoolgirl, Miss Inez McLeod:

During the Rebellion the people bought the *WEEKLY*, perceiving that they could read as they ran "all about the war—in pictures." To-day people buy this weekly because therein they can see, in pictures, the celebrities, the places, and happenings that figure in the drama of the news together with an understanding of the deeper significance of the world-drama as set forth in the reading matter. The *WEEKLY* was the pioneer illustrated paper of the country. It has ever been the foremost in introducing improvements in pictorial journalism. *LESLIE'S* is a magazine covering the world's activities, it tells what is going on in the world by means of photographs. It is a mirror of the day's events. It is conservative in policy and believes in building up rather than in tearing down.

This young lady hits the nail squarely on the head. She tells exactly what *LESLIE'S* is and what it is doing. And she can see the difference between merely doing a thing and doing it with pictures—which is the oldest and best way of telling a story effectively.

We want more of these letters that tell about the use of *LESLIE'S* in an instructive way. An offer of \$10 is therefore made for the best letter of this kind that is received prior to May 15th. It should be a personal experience story, concisely written in simple language. Address Contest Editor of *LESLIE'S*, 225 Fifth Avenue, New York City.

The Plain Truth.

DOGS! The art treasures of the late J. P. Morgan were priceless. Everybody who saw them knew this. Hence the astonishment of visitors to his magnificent London home to find among a precious collection of art on his mantel shelf some cheap and ordinary china dogs. The explanation of the appearance of these inferior ornaments among Mr. Morgan's treasures at his London home was that they were once the property of his mother! That to Mr. Morgan was a consideration which put them beyond any price. What a touch of gentleness, kindness, and human nature in the master financier of his day!

HANDS OFF! Has any one observed the large number of bills aimed at the railroads, banks and corporations, that have been introduced in various legislatures this winter? Some have been so radical that they have led to general criticism of their merits. Some have borne on their faces every indication that they were what are commonly called "strike" bills introduced by legislators who have been in the habit of being bought off by interests they have assailed and who had no other recourse. In these days legislators are no longer being paid by corporations. We live in a new era. The affairs of corporations are being regulated by State commissions or by the federal authorities. The lobby is a thing of the past and the lobbyist's occupation has fallen into disrepute. The "strikers" in the legislatures cannot reconcile themselves to the situation; hence vicious bills are still seeing the light. The public is beginning to realize the truth, and the striking legislator, like the lobbyist, will soon disappear. The corporations are pursuing the proper policy in this matter and deserve public support. Let the people rule!

MILLIONS! After every great disaster, the question is naturally asked, how can we prevent its recurrence? We cannot control the action of the elements. We shall have tornadoes as long as the winds blow and we shall have floods as long as the rains fall and the snows melt. But evils can be mitigated. The flows of some great rivers can be regulated by the construction of reservoirs at their head waters. This can be done if the headwaters are in mountainous or hilly regions. In the State of New York, for instance, the prevention of floods in the valleys of the Mohawk, the Hudson, the Genesee, and the Black Rivers can be secured almost to a certainty by the construction of reservoirs. The impounded waters could be utilized to great advantage for power purposes. This policy was strongly recommended by Governor Hughes. The State Water Supply Commission had his recommendations under consideration and accordingly it reported an elaborate plan that some day will be put into operation. The floods in the West could hardly be prevented by a system of storage reservoirs, because, as Mr. M. O. Leighton, chief hydrographer of the United States Geological Survey, points out, the flatness of the devastated country and the absence of hills and mountains would not afford opportunities for the construction of a reservoir system. But one thing can be done and that is to follow nature's method of flood prevention by the growing of trees. Long ago, we were warned of the consequences of the ruthless destruction of our forests. The farmer has played his part in this destruction, as denuded hills and valleys everywhere bear silent testimony. One of the lessons of the flood disaster is the need of reforestation. It is a lesson that we should have learned long ago. It is not too late now.

A War Department With a Big Job

By HON. LINDLEY M. GARRISON, Secretary of War

THE War Department in its relation to the people has somewhat the same feeling as the rejected suitor toward his sweetheart—a feeling of misunderstanding. Its very name has come to be a most misleading misnomer. When it was first created (and its head was among those included in the first Cabinet) it undoubtedly was intended as a department that would confine its activities strictly to the army. Since that time and little by little, its functions and activities have been increased, until now it probably has the most widely diversified interests of any of the great departments. There is scarcely any activity of human government which is not exercised within some one of the various duties laid upon this department. While the jurisdiction which it exercises over the army is of vast and growing importance, it is only a part—and, in respect to the amount of time required for its consideration, a small part—of what is now required and expected. In fact, it is a great peace establishment, very largely devoted to matters utterly unrelated to military concerns.

The functions now being discharged by the War Department and through its manifold agencies are, in other large governments, divided up into three divisions, and are administered each by a separate Cabinet Minister, under such heads as War, Public Improvements or Public Works, and Colonies. Under these three heads respectively the War Department now administers the Army, all the great river and harbor improvements and innumerable parks, memorials and other public works of that description, and is the clearing house through which come all matters pertaining to the Philippine Islands, Porto Rico, the revenues collected at Santo Domingo, the Panama Canal, and any other insular possessions or connections which the United States Government has.

In this space I cannot attempt to do more than sketchily allude to the various matters just mentioned. The Army, as at present constituted, comprises about 90,000 men. Of these, some 12,000 are in the Philippines, and others are at Honolulu, upon the Isthmus of Panama, in Alaska, Porto Rico, and at various other places outside of the United States proper. Of those within the United States proper, many are coast artillery, which are stationed permanently at fortifications along the seaboard, leaving a mobile force—that is, a force capable of being moved from place to place—of about 35,000 men. At the present time a division of the army, comprising about 12,000 men, is at Galveston, Texas, capable of being embarked for overseas duty if necessary. Stretched along the hundreds of

miles of border between this country and Mexico are innumerable squads of cavalry, there patrolling for the purpose of protecting life and property and preventing the violation of the neutrality laws. Customarily the troops are scattered in small bodies in a great number of army posts all over the country. This is a situation which calls for a remedy, and my predecessors in the Department have constantly striven for a correct solution, and I shall earnestly strive therefor. As yet I have no plan in mind in this respect; that is, nothing specific as to details. But it is perfectly obvious that there is an enormous waste of money and of the efficiency of the army in scattering the latter in small bodies incapable of useful maneuvering, at widely separated army posts. Other reforms which have been urged meet with my approval, and I shall endeavor to effectuate them. So long as the situation among civilized nations requires that each thereof shall maintain a standing army, we of course will do so. So long as we maintain a standing army, it would be a national shame if it were not so maintained as to be an efficient instrument for its intended purpose.

One need not have any impulse of aggression to know that the army must be maintained upon an efficient basis and one of which the country can be proud, and can realize that it is doing well that which it attempted to do. It is entirely against true American spirit—which, if it spells anything, spells efficiency—to start a thing and not see to it that it is continued up to the highest standard possible under the circumstances. Every one who gives the subject the slightest consideration agrees that we have not provided properly for a reserve force, which is absolutely necessary to an efficient army; and that we are not utilizing the National Guards, as organized in the various States, in such a way as to make them readily supplemental to the Federal forces when needed. I am not wedded to any one plan of accomplishing the necessary reforms; I will adopt any plan which will procure the proper results. I cannot conceive how any student of the situation can fail to reach



HON. LINDLEY M. GARRISON.

a conclusion that something must be done if we are not to stand convicted of impotency and incompetency in this respect. Our army as it stands to-day is composed of fine men and well trained, competent officers. It is not the intention of this Administration, unless extraordinary circumstances call for another conclusion, to urge any increase in the regular establishment. It is, however, the intention of this Administration to show to the people plainly that if it is worth while to maintain the present regular establishment, it is surely worth while to do those things which are necessary to so supplement it by forces that may be called upon in case of need as to make of it a fairly efficient arm when an arm of force is required. I cannot believe that any one could justify himself in neglecting to aid in this result. One does not have to speak boastfully or vauntingly or make loud appeals to patriotism to convince the most reasonable and calmest of citizens of the necessity of reform and its urgency.

There is probably no one matter in which there is greater interest at the present time than rivers, harbors, and waterways in general, and the subjects allied thereto. There is, by Acts of Congress, cast upon this Department an enormous work in connection with this subject matter. The army engineers of the United States are scattered over the whole country, busily engaged in improving rivers, promoting navigation, and studying, under the direction of Congress, how further progress in this respect may be made. Millions upon millions of dollars are spent, under the direction of this Department, in these great public works. The floods which have so disastrously affected this country within the last two years have accentuated problems long known to exist in connection with these waterways. The erection of works to promote navigation frequently create water power of enormous value; and the disposition thereof and the right of the Federal Government, the State Government, and individuals therein, is a subject of great interest.

(Continued on page 478.)

For a Bigger, Better Navy

By HON. JOSEPHUS DANIELS, Secretary of the Navy

I APPRECIATE LESLIE's courtesy in asking me to make a statement for the Army and Navy number, but I am so new to the service that I do not care at present to outline my policy. I have had no opportunity as yet to discuss affairs with experts in the Navy Department, with members of Congress, or with the Cabinet. I have got far enough to say only this: That a *sine qua non* for the promotion of commissioned officers is adequate sea service, and on March 24th I issued the following order:

The Secretary wishes to inform the members of the Examining Board that he requires that officers coming up for promotion shall have had sufficient sea service in the grades from which they are to be promoted to insure beyond doubt that they are fully qualified and experienced at sea to perform the sea duties of the next higher grade.

We should have the approval of public policies in a large public way. Ours is a Government of the people, and the Navy is an arm of the Government. It exists for the maintenance of peace, for the purpose of national defense and to enforce the execution of our national policies. If we can convince the people of the United States that the Navy is theirs and that you and I are here as their servants to carry out their wishes and interests in regard to it, I will feel that my service here has not been in vain. I do not want the people to feel that it is anchored somewhere away from them in the far midocean of professionalism, but that it is moored alongside of the American home, and for its protection. I want them to know about it; not only its glories of the past, but its present efficiency, and its future possibilities.

Every great thing must come from the outside—as for instance, came the Constitution of the United States; the abolition of slavery; prohibition in the South; the Spanish American War, which McKinley patriotically tried in vain to avert after the thunder of the exploding *Maine* had been dinned into the ears of the people. The greater Navy must come this way. The Secretary may suggest and the General Board outline the policy, but the real propaganda must come from the people—from the people of Iowa, of Vermont, of Tennessee and of Connecticut. When they plead for a larger Navy we will have it and not till then. As long as there is pressure for ships and equipment only from the people in the service, whether in the Secretary's Office or in the fleet, there is danger that there will be a feeling in the country that this is professional



HON. JOSEPHUS DANIELS.

and that it emanates from a semi-self interest, that the captain may have his ship, the admiral his squadron, or the Secretary get glory. The popular mind must not be permitted by any act or word to have such an idea, the policy must be free of selfishness. If we get a larger Navy, the people must realize that we need it, not because we have the vanity to boast of our proud Navy dominating the sea, not for naval glory, never for aggression, never for conquest, and never to use it to take away what belongs to others, never as a menace or a threat, never to employ it to obtain colonies, or to change the policy of our government from one of a self-governing people to one whose influence is to be one of exploitation.

The day was when America, in its youth and in the exuberance of its self-confidence, had the Fourth-of-July attitude toward everything it possessed and was rather inclined to emulate the champion wrestler at the county court who bragged that he could whip anybody on the green, and in some instances this boast may be called a swaggering one, which is not now in keeping with the "grown up man" which our republic has become. But while the whole attitude of boastfulness is not one to be perpetuated, it had its virtues as well as its vices. The man who is confident and self-reliant is apt to put up a strong fight, if he has to fight and make good his boast, and I am not sure that the spirit of self-reliance and confidence is not a much better attitude for America, unwise as it may seem, than an attitude in which we are endangering ourselves now in the eyes of the world of underestimating and minimizing our strength and incorrectly advertising ourselves as weaklings. These two schools—the over-confident school and the underestimating school—had their devotees before the Spanish American War, and people who were enamored of the idea that America ought to mortgage the country in order to make a bigger Navy than all Europe combined, told us we had no Navy and defeat was certain. When the time came we were prepared, and on the morning that Dewey sailed into Manila Bay nobody doubted that the American Navy was equal in that instance to the emergency, and this was equally true when Sampson and Schley won a victory that will live in our brightest annals and proved that we had a Navy able to do what it was called upon to do, and more than that, demonstrated that

we had in Hobson and Blue, and scores of other men quite as patriotic and able as Dewey and Sampson and Schley, a personnel which deserved to rank with Oliver Perry and John Paul Jones when that early struggle was over and our mighty victory had been won on the sea.

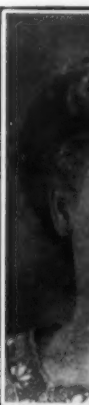
Many people said these victories show that we are not in need of any larger Navy, and that vast expenditure on the Navy is wrong, entailing an extra burden on the tax payers. Wise men did not take this view. They said that what we did in the Spanish War demonstrated that our ships and men are the glory of the republic and that such men should not be placed in jeopardy, and that if war comes again we must be ready for it. This preparedness can be had only by rounding out and completing the Navy and making it large enough to be the strong right arm of the Republic, and to do the work for which the right arm is intended, not for punishment, not for injury to others, but for protection of one's self and one's country. Let us have done for once and forever with the silly boasts of the stripling that we are able to lick any nation on earth. Let us have done with threats, but let us also have done with the underestimating of our strength, the minimizing of our naval *esprit de corps*—of that spirit which would deny that our naval heroes of to-day are potentially as famous as the men whose names are on every tongue.

How must the public be informed? Information must come by the Department disseminating it through every channel and not from official reports alone. It must be correct and full, it must be given out with some human interest, the popular imagination must be appealed to. There is not a hamlet or village in America where the youth do not grow up with deep interest in the Navy and its achievements. They must be made to know that the man behind the gun to-day is just as well equipped, just as able as the men who made the Battle of Lake Erie and of Manila Bay and of Santiago famous, and we must impress the country with the truth that all the glories are not in the past, that there are "Friths beyond Pentland and Firths beyond Forth."

The people on the inside, knowing the great needs and having the expert knowledge, have one angle, while the people on the outside, lacking this expert knowledge and this intimate information, are apt to take the other extreme. But in the matter of naval development and strength, the men who are directly charged with the control of the Navy cannot be blind to the fact that the people on the outside have a knowledge of many things that are of value. This knowledge may be crude, but it is fresh and original. There must be co-operation. People must be invited to make suggestions and to criticize. The public officer who does not like suggestions and criticisms has no business in the public service, whether it be the man who puts coal in the dreadnought or the man in the White House.



Major J. J. Taylor is so popular in Turkey.

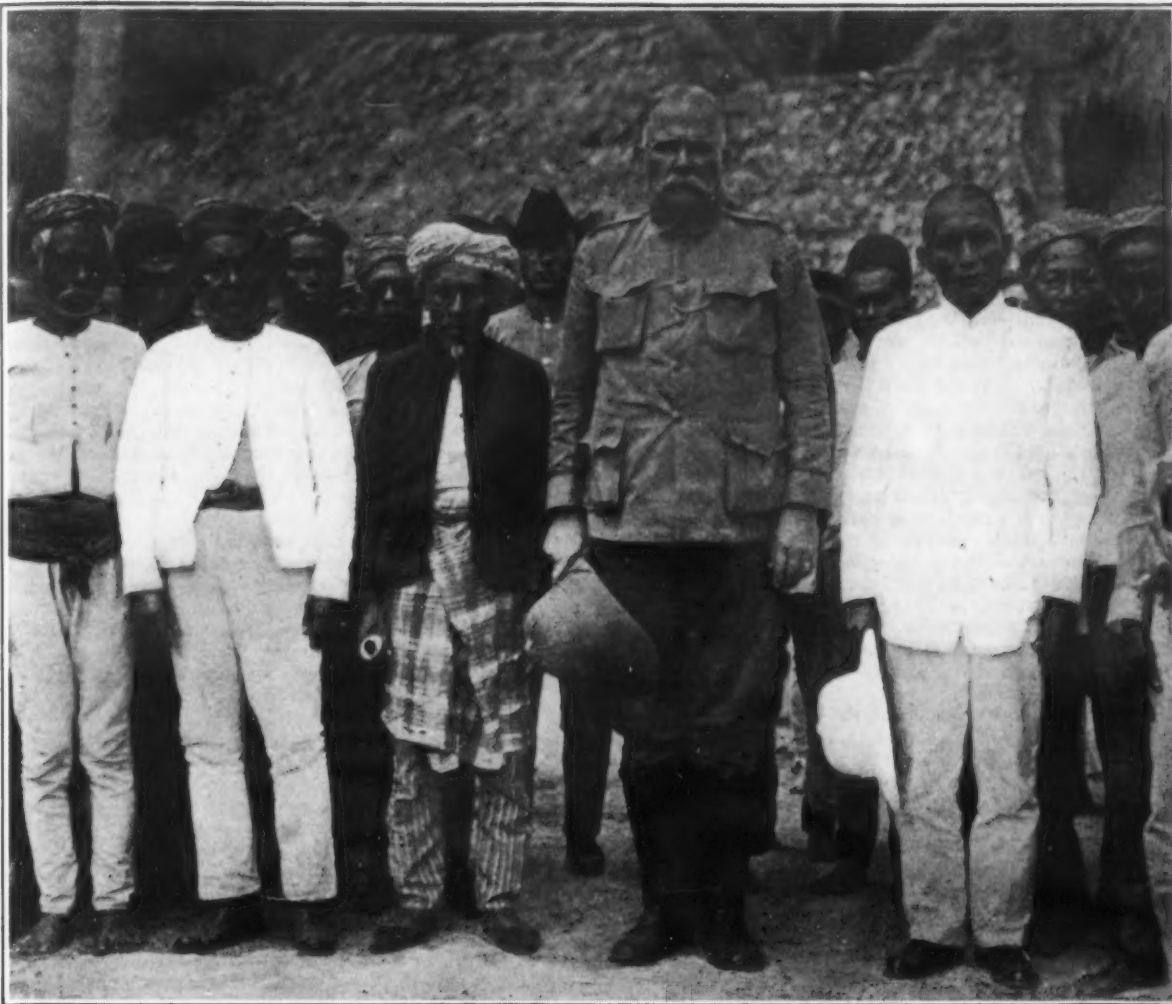


A FAIR Mrs. Edw. Taylor of Congress is so popular in the Philippines that she has been delivered to the will of the natives.



Aleko Sc. George of forces,erty and was dem.

People Talked About



TUAN MAAS ("SULTAN, FATHER, AND TEACHER") OF THE MOROS.

Major John B. Finley, U. S. A., Governor of the Moro Islands, in the Philippines, with a group of Moro chiefs. Major Finley is so popular with the natives that they gave him the title named above, and sent him on a mission to the Sultan of Turkey, the head of the Mohammedans. The Moros are Mohammedans and desired to receive, as they did, assurances that the Americans had no evil intentions against their religion.



AN ABLE ARMY OFFICER.

Capt. Alfred W. Bjornstad, General Staff U. S. A., who was sent to Germany by our government to study the cavalry service. Capt. Bjornstad compiled the "Drill Regulations" which are studied by the entire army and students in all military schools in this country.



WON A FORTUNE IN A DAY.

Guy Lowell, the well-known architect, whose designs for the new \$10,000,000 court house at New York City were accepted by the court house board. Mr. Lowell's compensation for his plan and for supervising the construction of the building will aggregate about \$600,000. He is a cousin of President Lowell of Harvard and of Percival Lowell, the astronomer. He has designed many fine buildings.



A FAIR ENVOY TO PORTO RICO.

Mrs. Edward T. Taylor, wife of Congressman-at-large Taylor of Colorado. During a recent visit to Porto Rico, Mrs. Taylor was asked to address the Porto Rican legislature, a rare honor for a woman. She delivered a message of good will to the women of Porto Rico.



AN "ANGEL OF MERCY."

Miss Jane Delano, of Washington, D. C., head of the Army Nurses Corps, who has been doing relief work in the flooded districts of the West. She organized the Nurses Corps which has 2500 members.



TURKEY'S ONE NAVAL HERO.

Lieut. Husseln Raouf Bey, commander of the Turkish cruiser "Hamidie," which, all alone, persistently pursued the Greek fleet, bombarded two of the enemy's towns, and sank several Greek transports loaded with Servian recruits, ammunition and artillery. The "Hamidie" later safely reached Alexandria, Egypt.



A MONARCH'S ASSASSIN.

Aleko Schinas (in center), the Greek anarchist who shot and killed King George of Greece at Salonica, a city captured from Turkey by the Greek forces. Schinas is quoted as saying that he was driven to the act by poverty and that he was against all government. It was suspected that he was demented. He was captured at once after his crime and the picture shows him in charge of two soldiers.



A SCANDAL IN THE BRITISH MINISTRY.

Sir Rufus Isaacs (at left), British Attorney-General, and David Lloyd-George, British Chancellor of the Exchequer, who became the subjects of much criticism because of revelations made by Sir Rufus. Sir Rufus admitted that he and Lloyd-George were partners in a transaction in the stocks of an American wireless telegraph company associated with a British company which made a contract with the Government.

Younger Admirals for the Navy

How to officer and man our fighting fleet to insure the blessings of peace and avert the horrors of war

By COL. ROBERT M. THOMPSON

EDITOR'S NOTE:—Colonel Thompson is chairman of the executive committee of the Navy League of the United States. The object of the organization is to aid, improve, and increase the efficiency of the navy. Colonel Thompson is one of the patriotic citizens of the country, himself a graduate of the Naval Academy, and a most successful business man.



COL. ROBERT M. THOMPSON.

THE Navy League is petitioning Congress to pass a law that will give the navy younger admirals. This is prompted by the working of the present law which, when promotion comes to supreme command, does not give an officer time to perfect himself in the duties of an admiral, and his services are soon lost to the country by age retirement. The admiral is the most important man in a fleet, for in time of battle victory depends almost more upon his powers of endurance and his skill in maneuvering his fleet into a position of advantage

than upon the bravery of his officers or the skill of his gun pointers.

Under the present law our admirals are too old when they reach that station, and they have had too little experience in command rank to be properly qualified for handling a fleet in time of war. When emergency comes, if our admirals are efficient it is not because of any wise working of this law, but in spite of it. Prior to the Spanish War promotion was governed entirely by seniority. When an officer died every officer was advanced one number, but for many years following the close of the Civil War there were no promotions.

During the Civil War our navy was very largely increased, and the classes graduating from the United States Naval Academy between the years 1861 and 1866 very quickly attained command rank, but the classes graduating from the Academy from 1867 on, passed many years in the grades of lieutenant and below; and when the Spanish War broke out some of the Class of 1867, all of the Class of 1868 and most of the Class of 1869 were still lieutenant commanders, while the classes from 1870 on were lieutenants or in grades below.

January 1, 1912, there were twenty-eight rear admirals on the list, all but two of whom were lieutenants July 1, 1898. In twelve and a half years these men, passing from lieutenants through the grades of lieutenant commander, commander and captain, became rear admirals. During this time they had served at sea as commanders one year

and seven months; as captains one year and nine months. Fifteen of the twenty-eight had no sea service as rear admirals, while the other thirteen had an average sea service of only nine months. From this body of men must be chosen the commanders of our fleets if war comes.

As everybody knows, the handling of a modern fleet is an intricate and difficult operation, calling for great power of concentration and a strength of body and mind that is possessed by few. An admiral should have had so much experience that he can perform his routine duties automatically. He must be to the fleet what the captain is to the single ship—the brains, the moving power and the inspiration. This calls for the most exacting skill, a skill that requires the simultaneous working of the mind, the eye and the hand; and when we remember that this skill can be gained only by actual experience, we must admit that Congress has much to answer for in permitting the present lamentable condition in our navy to exist. The new law suggested by the Navy Department would bring about a better condition, and I am sure that if the American people understood the facts they would quickly make Congress pass a personnel law which would give us at all times a sufficient number of admirals of experience and proved ability, and not wait to evolve them during a period of actual conflict.

The writer remembers the late Admiral Harry Taylor, in speaking of conditions that existed at Santiago, saying: "Exhausted ourselves by the long strain of the blockade, and feeling the weariness of our men, worn out by the heat, the constant watching and the nervous strain of waiting, we would go off to the flagship, to protest and demand some relief, only to find Admiral Sampson cool, patient and with soul and spirit like a flame of fire, which burned away all our discontent, giving us fresh life and sending us back to our ships, contented ourselves and able to keep our men contented."

In the tactical maneuvering of a fleet, for every move that one fleet can make the opposing fleet has a counter move, and if one fleet obtains a position of advantage the other cannot escape from its position of disadvantage, so long as the maneuvers are promptly carried out. The maneuvering leading up to an engagement may last many hours or days, because of the enormous advantage to be gained or lost, and during this period the admiral must be on constant duty, under tremendous strain and responsibility. In our day the ships of a fleet are never identical. They differ in speed and even in turning circles. In man-

euvering the admiral must know exactly what each ship can do, and each ship must move responsive to his will. If he should err in the slightest degree his orders might bring about collisions between his own ships, spelling disaster to his fleet and perhaps ruin to his country.

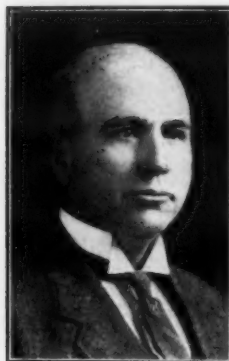
It is well known that great skill is obtained only by training and actual experience. One does not learn to play golf by sitting in the library and reading books on golf. One does not learn how to ride a horse by studying manuals on riding. One cannot learn to maneuver a fleet in the excitement of battle by studying tactics. Every maritime nation in the world, except our own, has appreciated this, and the vital importance of the position of admiral; and they have taken steps to secure young, vigorous and highly qualified men, and to give them the necessary experience to fit them for supreme command. They have seen the advantage of having various grades of admirals, just as we have various grades of generals in the army—rear admirals, who command divisions; vice-admirals, who command fleets and shore stations; admirals who are commanders-in-chief of combined fleets, and admirals of the fleet, the latter being men of exceptional physique and ability, who are retained in service for special duties until they reach the advanced age of 70 years. In the foremost modern navies selected officers may reach flag rank (that is, become rear admirals) as early as 40 years of age, and if they continue on to the grade of admiral of the fleet they will have had thirty years of service as flag officers; or if they retire as admirals, twenty-five years of such service; and the British admirals will probably average twenty years' service as flag officers. They naturally become so familiar with their duties that the routine becomes automatic.

An instance of the importance of this is the case of Captain Rostran of the S. S. *Carpathia*. Retiring after a hard day's work and falling into sound sleep, he was suddenly aroused by the startling report of the disaster to the *Titanic*. Before taking time to dress, he determined from the reports the exact position of the *Titanic*, worked out his own position, the course that he must steer to reach the *Titanic*, and gave all the orders necessary to reach the stricken ship and save the survivors. This is an instance of the automatic working of a mind trained by experience. It is what an admiral must be prepared to do on the day of battle. The admiral who on the bridge has to stop and think out a plan of action when emergency arises is already defeated.

(Continued on page 476.)

"Wanted, a Military Policy"

By ARTHUR W. DUNN



ARTHUR W. DUNN.

FOR many years, wherever military men assembled, that "want ad" stared them in the face, while in their thoughtful moments it occupied their minds. A military policy has been evolved; it has the endorsement of military men; it has the approval of former Secretary of War Stimson; it had the approval of Mr. Taft when he was President, and it has the approval of former President Roosevelt. To become effective it needs the approval of Congress. And right there is a stumbling block, for the average Congressman, not appreciative of its importance, has too much, he believes, to think about to give time and attention to a Military Policy for the United States.

Many years ago a plan for the protection of the principal ports of the seacoasts of the United States was formulated and adopted. It has been carried out by appropriations from year to year, and at present there is general security for the more important harbors along our seacoasts. No one believes that it is now possible for a hostile fleet to enter such harbors, although many cities might be in danger of serious damage from bombardment were it not for the Navy. The plan for seacoast defenses was formulated by the Endicott Board, so-called because it was appointed by Secretary Endicott, who was a member of President Cleveland's first cabinet.

About the time the movement was started for the protection of the seacoasts, the building of the new navy was promoted by Secretary Whitney, also a member of Mr. Cleveland's first cabinet. In providing for a navy we have almost kept pace with the development of the country. It is doubtful whether the navy is yet adequate to the country's needs, but owing to the strategic position of the United States the present navy, with probable increases which will be made from year to year, will be able to meet ordinary contingencies.

We have coast defenses and a navy because we have had a coast defense policy and a naval policy. Congress has been able to see that neither coast defenses nor warships could be constructed in a day, or in a few months, and for that reason fortifications have been erected and guns mounted; warships have been constructed and armed;

while officers and men have been trained to handle them. All this has been in preparation for war which we hope will never come. But adequate national defense gives us a reasonable measure of security, for it is quite likely that most nations would hesitate to go to war with us with our coasts protected and a navy of which we are justly proud.

There is, however, a branch of the national defense which has been sadly neglected. Our mobile army, and by that is meant the infantry, field artillery and cavalry, as organized today is in no sense a fighting machine capable of meeting hostile forces in actual conflict. In case of an attack from the sea our various forts would work in concert and understandingly. Our fleet would nobly defend the coasts and patrol the ocean. The navy as it has in times past would give an excellent account of itself. But it is possible that this might be outclassed or evaded and as in the Wars of the Revolution and 1812 a foreign foe land upon our shores. In this case there would remain to protect us the mobile army which never had been mobilized; regiments whose battalions never had been together; brigades which never had been assembled; and divisions, the real military unit, only on paper, without tactical proper training and without officers experienced in handling large commands.

A sudden war, and all wars come suddenly, or at least unexpectedly, would find the country with its mobile army (the real first line of defense in case of an invasion, and the first line of offense in case the fighting was beyond our borders) scattered far and wide, with regiments half-filled, with no system for an adequate reserve, and with dependence upon the volunteers and militia which has proven so fatal in the beginning of other wars.

We want a military policy, not only on paper, but one which means something; which will give the army a modern organization and officers instruction in handling larger bodies of troops than battalions and regiments, as well as to afford training for the man. Another necessity is a national reserve, men who have been trained as soldiers and who can be called into active service when needed to fill the regiments to war strength. The law recently enacted creating such reserve is inadequate and does not accomplish its object.

No one wants to criticize the citizen soldiery of the country. The volunteers and militia have done well at times—after they became veterans. But they have been the most expensive experiments in all wars that this country has ever known. The bitter complaints which Gen. Washington made against the militia and temporary

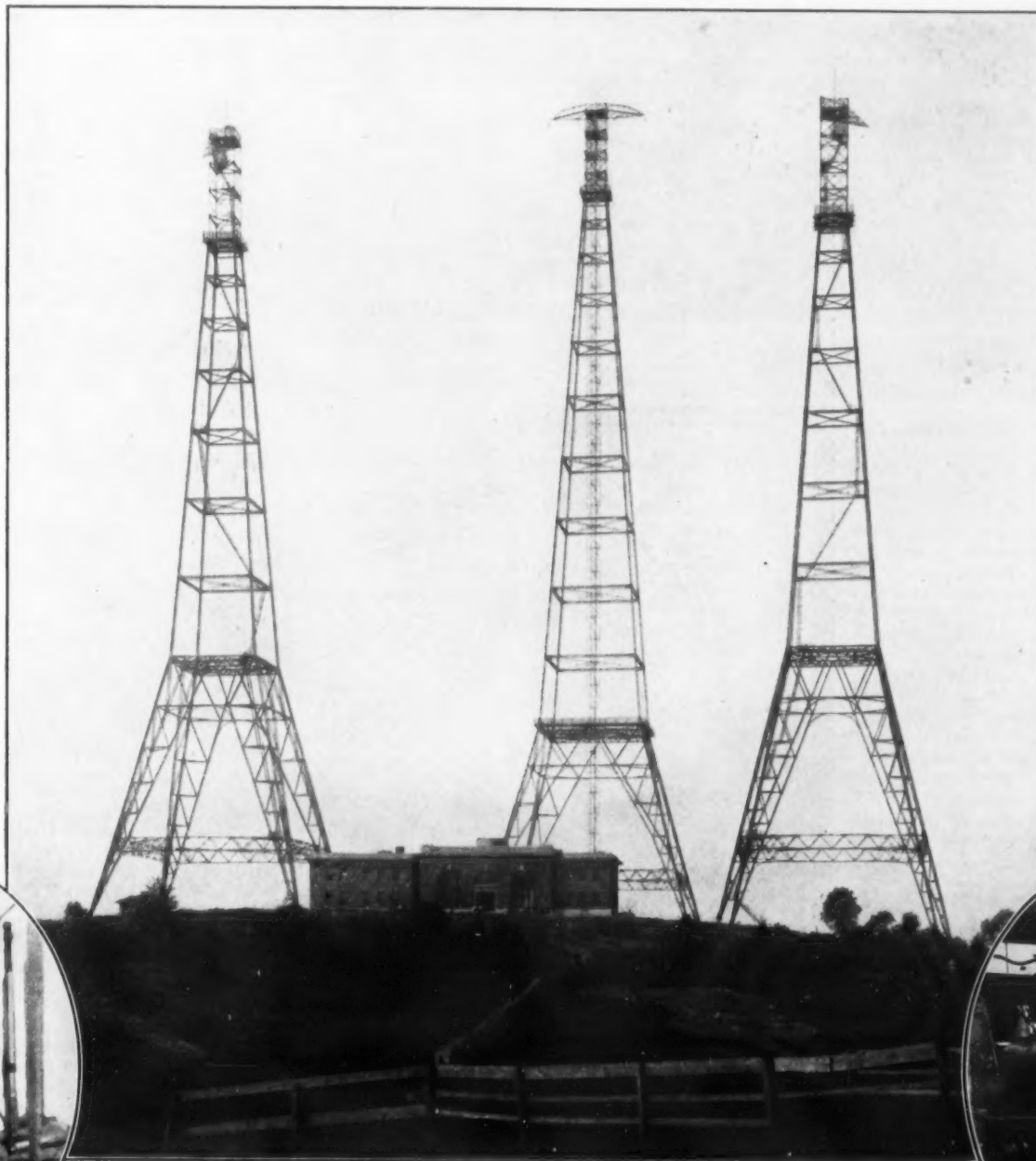
volunteers in the Revolution, and the wretched service of the same kind of troops in the War of 1812, apparently has left no impression upon our statesmen whose duty it is to keep this country adequately protected.

It takes a long time to make a soldier. It takes a much longer time now than it did in previous wars because more scientific methods are used. Many of the men who were called to arms in the Revolution, in 1812, and in the Mexican War, and those enlisted from the Western states in the Civil War, were familiar with guns, and the guns with which they fought were not much different from those they used at home. Now every gun is a complicated machine. A soldier has to learn how to handle it. But more than all else the men who make an effective army have to learn discipline, they have to learn to take care of themselves and their equipments; they have to learn to drill and obey; in short, they have to learn to be soldiers. And the volunteer cannot learn all this and become a soldier in less than six months, and even then they have only commenced to learn. If the entire organization, officers and men, consists of raw levies it cannot be made a fighting machine in less than a year. It took two years' hard fighting in the Civil War before we developed an army. In a war—especially in a modern war—much could happen in a year. It might be fought and concluded while raw troops were being put in readiness. Or, it might be, that battles would be fought and lost by those untrained soldiers and inexperienced officers.

Not long since, a statement by Gen. Clarence R. Edwards aroused great interest, because he denounced school histories as responsible for the erroneous impression held by people that our wars with foreign nations had been a succession of grand and glorious victories one after another. He pointed out that in the War of 1812 a comparatively few well-trained British soldiers had beaten our raw and unorganized troops in every engagement but two; that our militia and volunteers, suddenly called into service, ran before the invaders on many fields; and that we suffered the humiliation of having our Capitol and public buildings at Washington burned, because several thousand untrained troops scattered like chaff before a British force of less than one-fourth their number. Wonderful to relate is the fact that in the War of 1812 the United States called out and had under arms 527,654 men. Great Britain had engaged in all battles which means several duplications, 71,000 regulars, less than 2,000 Canadian militia, and less than 10,000 Indians. And yet the record is that the Americans were defeated in every battle save two, one of

(Continued on page 476.)

A Glimpse of the Army Signal Corps



ADJUSTING A WAR MAP
ON AN AEROPLANE.



A POWERFUL FIELD
WIRELESS STATION.



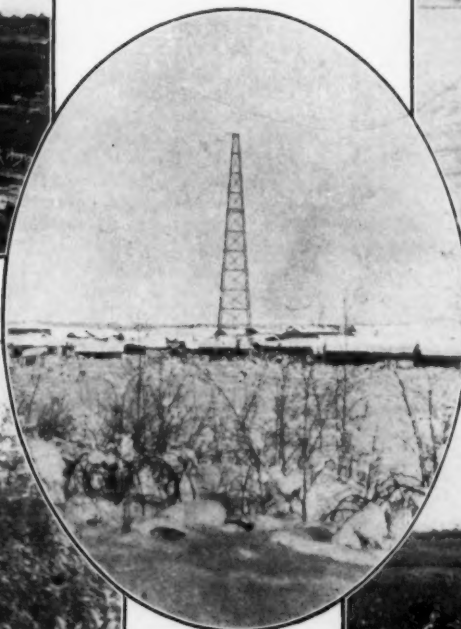
WIRELESS TOWERS AT ARLING-
TON, VA.
The working radius is 3,000 miles, and
daily communication will be held by
Washington with Colon, in the Canal
Zone.



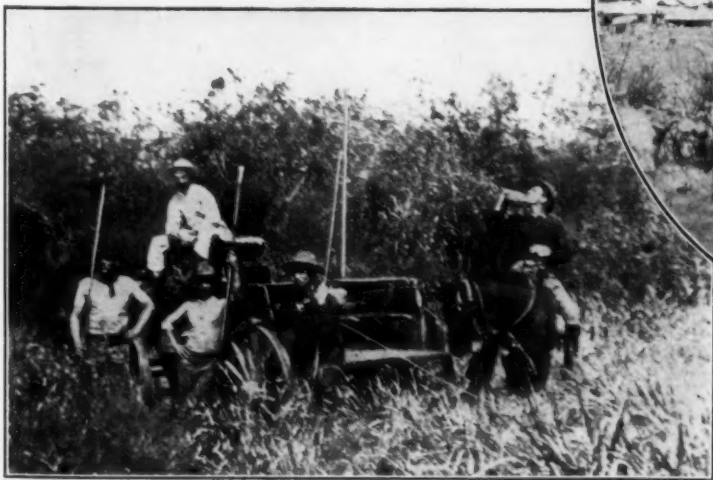
WIG-WAGGING IN THE PHILIPPINES.
Signal Corps men sending messages at the outskirts of Manila
during the Spanish-American War, making good targets for
the enemy.



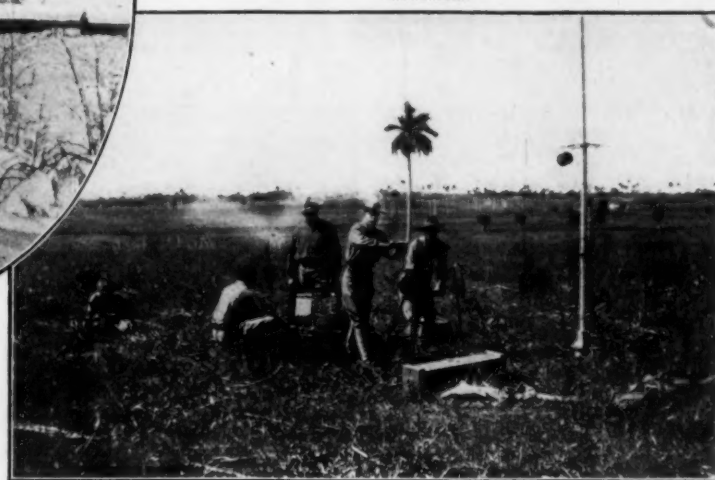
THE SIGNAL WIRES FOLLOW THE FLAG.
Linemen advancing the wire, with sharpshooters protecting the
advance. The flags tell the gunners of the fleet not to fire in this
direction.



A LONELY WIRE-
LESS SENTINEL IN
ALASKA.



LAYING A "BUZZER" WIRE THROUGH A CUBAN JUNGLE.



A WIRELESS FIELD OUTFIT AT WORK IN CUBA.

Our Navy's Winter Base

Bluejackets at work and at play in Guantanamo

By NORMAN REEVE



THE WINTER HOME OF OUR NAVY.

Panoramic view of the camp of mobilization of the United States Marine Corps at Deer Point, Guantanamo Bay, Cuba. Uncle Sam has leased from the Cuban Government twenty-five square miles of territory around the bay for the winter naval training quarters.

It is very doubtful if even those civilians who profess great interest in our Navy and eagerly read of its operations have more than a vague idea of the routine that prevails during the winter mobilization of the battleship fleet at Guantanamo.

During the Christmas season, New York is thronged with bluejackets on recreation bent. In addition to the several dreadnaughts at the Brooklyn Navy Yard, it is probable that three more divisions of the battleship fleet are riding at anchor in the North River. Aside from keeping the ships scrupulously clean, little work is in order at that time. In fact, the casual visitor may obtain an utterly distorted idea of navy life.

The query: "Where do you go from here?" elicits the reply: "Guantanamo." And the visitor usually departs with a conception of a projected yachting trip to the Caribbean for the purpose of dodging the rigors of a Northern winter.

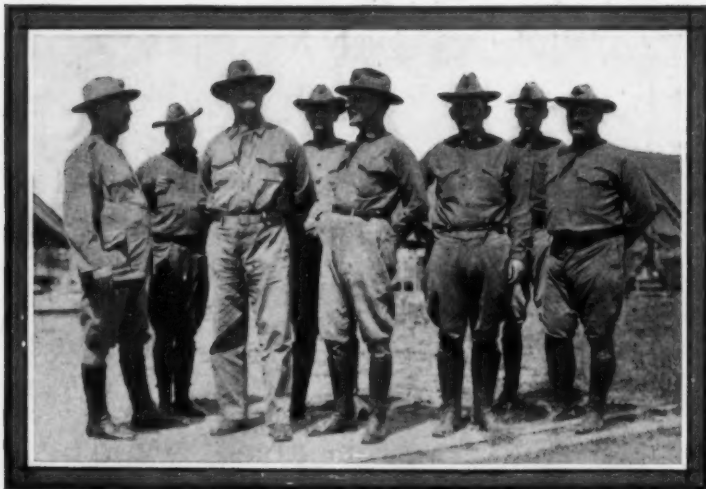
If you visit one of our battleships at the Navy Yard or in the North River at this holiday season, you will have every opportunity to see the Navy at play after the fashion of wardroom and forecabin. But if you would observe the Navy at work, you must journey to a bay on the Southeastern coast of Cuba which, together with twenty-five square miles of adjacent territory, has been leased to the United States by the Cuban government.

The Cuban hamlet of Caiminera and the town of Guantanamo lie well to the northward of the concession, so every station and building on the bay shore is a result of American energy and ingenuity.



PICTURESQUE THOUGH SILENT TALK WITH THE DISTANT SHIPS.

Wig-wagging from shore to the battleships in the bay from the tower of the signal headquarters at camp.



OFFICERS IN COMMAND AT GUANTANAMO

Some of the distinguished officers in charge at the mobilization of marines at Deer Point, Guantanamo Bay: Left to right: Colonel Pendleton, Commanding 2nd Regiment; Captain Lee, Adjutant 2nd Regiment; Colonel Karmaney, Brigade Commander; Capt. Mathews, Brigade Quartermaster; Colonel Barnett, Commander of 1st Regiment; Lieutenant-Colonel Lejeune, 1st Regiment; Captain Wise, Aide to Colonel Karmaney; Captain Law, Adjutant-General.

In short, Guantanamo is an American colony built by Americans. The base naturally divides itself into the naval station proper, the hospital, the marine post, the rifle range—incidentally one of the best equipped in existence—and the recently-established winter aviation camp.

It is obvious that as a result of this utter isolation from the demoralizing influences of town or city, every opportunity and incentive is afforded for the hardest kind of work and for recreation in the form of healthful, muscle developing exercise.

Here, for example, by means of regular and exacting drills, night and day, is developed the skill and precision that have made our gun crews and pointers the envy of foreign navies. Aside from gun drills, exercises are held in small boats under

oars and sail, and, at the present writing, in view of the Mexican situation, much time is devoted to instruction in infantry and landing force. Insomuch as these drills in their character are purely professional, their details cannot be of interest to the layman. It is interesting, however, to touch upon branches of the winter routine that result in increased efficiency, though administered under the guise of recreation.

One division at a time, the men go into camp on the ideal site at Deer Point. For the time being ships' companies are assigned to a regimental organization, and instruction is given in every detail necessary for a landing party in foreign territory. The rifle and revolver ranges are near the site of the camp; and a conscientious effort is made to qualify as many marksmen as possible from the candidates put through the elementary course of rifle shooting. Meanwhile the marksmen of the previous year are given every opportunity to qualify as sharpshooters and as experts and to obtain a coveted vacancy on the Navy Rifle



FIRST MARCH OF THE WINTER ENCAMPMENT.

Marines marching into camp after unloading the necessary equipment for camp life. 2150 United States Marines were here in readiness to start for Mexico had occasion demanded intervention.

team which always gives such an excellent account of itself in the international matches.

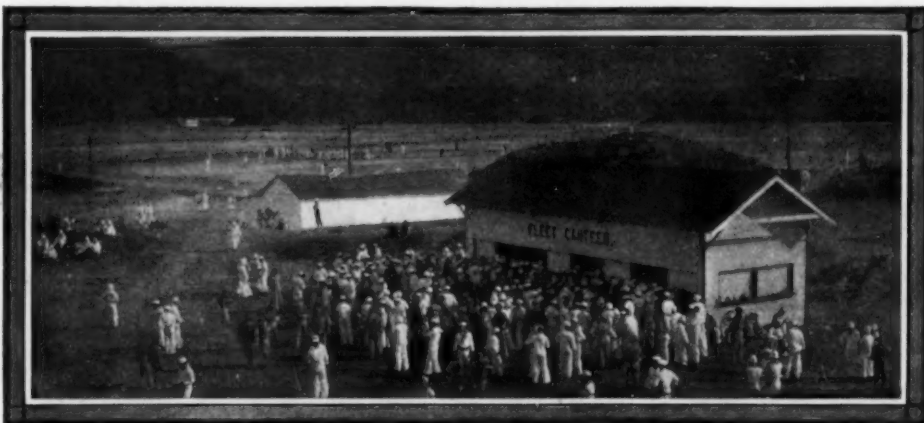
On the long level stretch of hard sand that lies to the eastward of Deer Point, within an easy walk of the camp and rifle range, an excellent baseball diamond has been laid out. For it would be indeed singular if, in the presence of a gathering so essentially American, the great national game should be overlooked. Under the coaching of officers, many of whom were stars in their days at Annapolis, each battleship endeavors to develop a championship team. And, one might ask: "How is the expense of uniforms, gloves, balls, etc., provided for?" The Navy solves the problem in a very simple manner. From time immemorial the enlisted men have had their store on board ship. This store is established by nominal subscriptions on the part of the crew. Here, at the store one may purchase anything from a cake of soap to a safety razor at little above the cost price. From the profits the original stockholders are paid, and any subsequent excess is devoted to the purchase of necessary athletic gear. Needless to say, base-ball comes in for its share of this fund. The teams are most enthusiastically supported and the final game for the fleet championship played some fine February day on an amphitheatre framed by the Cuban hills is usually replete with sensational plays capable of satisfying the demands of the most exacting fan.

While one division is thus engaged in combined drills and recreation ashore, the rest of the fleet is devoting its attention to exercises more in keeping with the seaman's profession. Late in the afternoon, the drills for the day concluded, there are sailing races between sailing-launches, whale boats and dinghies of the various ships; and, on Saturday and Sunday afternoons, many a trim cutter manned by bluejackets, cleaves the blue waters of the bay to the very edge of the forbidden line that joins the two lights at the harbor entrance.

Rowing, too, claims its votaries. Carefully selected crews train perseveringly in the twelve-oared navy cutters. Constant races between individual ships culminate in the final two-mile struggle for the Coffin cup, the winning of which gives great prestige to the victorious crew.

Until the adoption of Guantanamo as a base, the layman would have marvelled at the large number of enlisted men of the Navy who were unable to swim a stroke. At present, thanks to daily swimming parties and consistent instruction, this condition has been remedied. On the western shore of the bay, a long sloping beach affords ideal conditions for such instruction.

(Continued on page 477.)

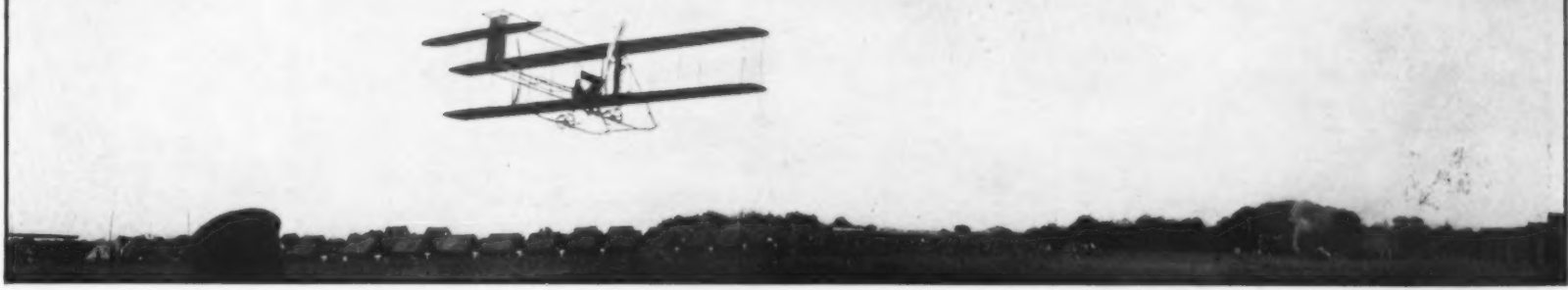


INVESTING IN "GOOD EATS"

The Canteen is a convenience for the men of the fleet, a place to buy luxuries and delicacies that the regular ration does not include.

The Army and the Aeroplane

By Albert S. Le Vino



THE aeroplane is less than ten years old, but already it has been brought to that stage of development that warrants its being classed among instruments of precision. Best of all, to us, is—or, at any rate, should be—the fact that the flying machine is an American invention and that to the United States Army belongs the credit of giving it public birth.

Perhaps it is the isolated geographical position of the United States, rendering this country free from sudden invasion, that keeps its people ignorant of or indifferent to measures for the national defense. Maybe the trite and time-worn platitude that every American is a soldier as soon as he is equipped with a rifle has something to do with the life of this idea. Certain it is, whatever the cause, the people of the United States are extremely apathetic to the work of their army. It is natural, therefore, that the practical value of the aeroplane has also escaped their attention.

For a time the "antics" of the flying machine served to amuse the people. Exhibition and cross-country flights for gate receipts or newspaper purses gave employment for two years to a crowd of aerial gymnasts intent not on perfecting the aeroplane, but almost solely on gathering the money that accrued from "death-defying stunts." Aeroplane manufacturers, greedy for this easy money, did almost nothing to improve their product. Aero club members swelled the ranks of piazza yachtsmen.

Except for the work of Wilbur and Orville Wright, it has remained for the United States army to do almost everything done in this country to put aviation on a solid and permanent basis, to go into the art of flying in a serious mood and with a serious purpose. American soldiers, trained to avoid war and not to seek it, have seen in the aeroplane the instrument that may make war impossible. But the work of the soldiers has gone unnoted by the people and, except for wholly inadequate appropriations from a reluctant Congress, unsupported by the civil authorities. Yet it was our army that first recognized the work of the Wrights. It was our army that bought the first practicable aeroplane. It was our army that set the original standard for an aerial corps, only to see foreign military establishments pass us in the development of the flying machine.

It is perhaps permissible here, in order that the reader who has not followed closely the tremendous growth of aviation in the last five years may pick up the threads of its advance, to recount some of the things which occurred in 1907 and 1908 and which gave the flying machine to the world. Early in 1906 the Wrights began their effort to dispose of their basic patents. They had put every penny they could spare into their experimental and development work which they commenced in 1900. They knew what they had, a perfectly practical flying machine. But they could not convince others of that fact.

The Aero Club of America, the avowed guardian of American aeronautics, regarded the two Dayton inventors as enthusiasts who believed thoroughly in what they said but who were "over-optimistic." The Wrights offered to sell all their patents, rights, drawings, etc., to the Aero Club for \$100,000. They offered to prove that they had solved the great problem of human flight before the money changed hands. The Aero Club offered them \$10,000. Almost disheartened they went to Germany, to Italy, and then to France. Here they were listened to, but their price of \$100,000 was deemed excessive. For the last four years the Wright Company, a \$1,000,000 corporation, annually has declared dividends of almost 20 per cent.

In the autumn of 1907, the Wrights went to Washington. There they found not only willing but sympathetic and intelligent listeners. The army officers to whom they spoke realized the possibility of human flight; its great potential military and commercial value, and that the Dayton men had found the proper methods and means to fly. But where to obtain the money to back these convictions? Congress had given Professor Samuel Langley \$50,000 for his "aerodrome," and his efforts had ended abortively through the mischievous workings of the God of Chance. So when the Wrights named their price, the National legislators said they came from the

neighborhood of the Ozark Mountains and would the Wrights please show them?

But Congress had, nevertheless, provided a means whereby something could be accomplished by our military believers in the aeroplane. In the army appropriation bill passed a few days before the Wrights visited Washington, the usual amount had been set aside for the Board of Ordnance and Fortification to conduct its experiments. Brig. Gen. James Allen, U. S. A., retired, then Chief Signal Officer, and his assistants prevailed upon the Board to set aside \$25,000 for the purchase of a Wright biplane, subject, of course, to its satisfactory completion of requisite tests. This the Board willingly enough agreed to do. General Allen was told that the money was at his disposal and the Signal Corps came to an agreement with Wilbur Wright, whereby the biplane was to be delivered to the army at Fort Myer, Va., in September, 1908. The specifications, which were published December 23, 1907, called for "a heavier-than-air flying machine capable of carrying one passenger besides the aviator, and it must remain in the air on an endurance test for a period of one hour without landing, and must also be subjected to a speed test over a measured course of not more than five miles, against and with the wind, attaining a minimum speed of 36 miles an hour. The machine must, in addition, carry fuel for a continuous flight of not less than 125 miles."

Almost a year later, when the Wright machine had "made good," Major George F. Squier, now military attaché of our London embassy but then General Allen's chief assistant, said: "In preparing these specifications it was purposely sought to leave the bidder perfectly free in the methods to be employed and he was not restricted as to type or design. At the time the specifications were issued the conditions were publicly regarded as being unusually severe and far beyond the state of the art at that time. That these conditions were warranted has been subsequently proven."

It may be of interest to add here that, although up to this time the experiments and success of the Wrights were not generally known, and though neither here nor abroad had anybody except the Wrights flown for three minutes or made even one complete circle, as soon as the specifications were published the Signal Corps was deluged with a tremendous mass of bids, letters, plans, and models proposing manifold schemes for navigating the air.

Although the \$25,000 was tempting bait, among all these communications was not one from Europe, which has since put up empty claims of being the birthplace of the aeroplane. Of all the American bidders only one, Glenn H. Curtiss, has since been heard of; and in February of this year, after four years of litigation, the United States District Court decided that his machine is based upon and is a violation of the Wright patents.

The rest of the story as to the acquisition of the army's first flying machine is already too well known to require further detailing here. How the Wrights bid \$25,000; how the machine was delivered in 1908, tested, and all

but accepted when came the accident which ended in Lieut. Thomas Selfridge's death and the almost fatal injury of Orville Wright; how Mr. Wright returned the following summer to Fort Myer with another machine and demonstrated that though accidents might happen with aeroplanes, just as they did with railroad trains, trolleys, automobiles, and even horse-drawn wagons, the age of flying had indeed arrived: all this is now an old story.

With that first Wright machine as the nucleus, the United States Army has acquired twenty more machines. But the annual appropriation for aeronautical work is so small that little headway is being made compared with what might be accomplished under more favorable conditions. While Congress gives our army \$100,000 for aviation for the current year, France proposes to spend \$3,500,000 on aeroplanes and their maintenance; Great Britain has set aside \$4,000,000 for military and naval aviation in 1913; and Germany has set aside the colossal sum of \$32,500,000 to provide its army and navy, in the next four years, with the most complete aeronautical equipment possible. The German Navy, under the plan consummated by the Kaiser and approved by the Reichstag, is to disburse \$1,250,000 annually for the next four years on nine dirigible balloons (the United States now has none); 50 aeroplanes, and the requisite quota of hangars, sheds, gas plants, and repair shops. An equal amount is to be spent yearly on the personnel to man these aerial machines.

The German Army is to be augmented by a special aerial corps of 1,500 highly paid aviators and mechanics. Two dirigible balloon squadrons of five machines each, and five aeroplane squadrons of ten machines each, are also to be added annually. For experimental laboratory work \$1,000,000 a year is set aside. Of the \$32,500,000, it is proposed to spend \$19,750,000 this year.

Our War Department has perfected plans that would create one of the best equipped and most scientifically organized aerial forces in any army. These plans include:

1. Five conveniently located training schools, to be known as "centers of aviation." One is to be located on the Atlantic Coast, one on the Pacific, one on the Gulf Coast, one on the Great Lakes, and one at some central interior point. Each center is to comprise sheds, workshops, storerooms and barracks. At these centers officers of the army and of the organized militia will be trained as pilot-aviators and enlisted men of each service as aviator-mechanicians. It is proposed also to utilize these centers to study meteorological conditions as applied to aviation, wireless telegraphy for aeroplanes, aerial map-making, the use of small-arms and machine guns from aeroplanes; the design of aeroplanes, and all laboratory work.
2. The organization of three aeroplane squadrons for each "field army" of regular troops in the United States proper, with one squadron for each division and one for the field army's headquarters. The headquarters squadron is to consist of extra powerful machines for long-distance reconnaissance work and to work in conjunction with the field artillery.
3. The organization of two aeroplane squadrons for the Philippines.
4. The organization of one squadron for Hawaii.
5. The organization of one squadron for Panama.
6. The organization of aeroplane companies for use at 14 groups of coast artillery defense stations, the equipment of all these companies to be the equivalent of eight squadrons.
7. The organization of aeroplane squadrons for the organized militia on the same basis as for the mobile army, one squadron to each division.

Officials of the War Department are working with the Commission on an Aerodynamical Laboratory, appointed by President Taft on December 19, 1912, to report on the establishment of a national laboratory for developing aviation, its scope, organization, cost of installation and the most desirable location for it.

Neither our army nor our navy expects the aeroplane to be used as a destroyer. In the opinions of our best military authorities, the flying machine will become the eyes, ears, and nose of an army or a fleet.

I quote from Major Squier's "The Present Status of Military Aeronautics," written four years ago and uncanny in its prescience:

"One of the military objectives in warfare is usually the enemy's capital city, his ministers, and his Chief Executive. In order to attain the objective, it has frequently been necessary to subdue large numbers of soldiers. With the advent of efficient ships of the air, however, small parties may pass over these protective armies on expeditions aimed at the seat of government itself, where reside the body of particular individuals most responsible. So that now, responsible individuals of State may be in immediate and personal danger after the declaration of war."



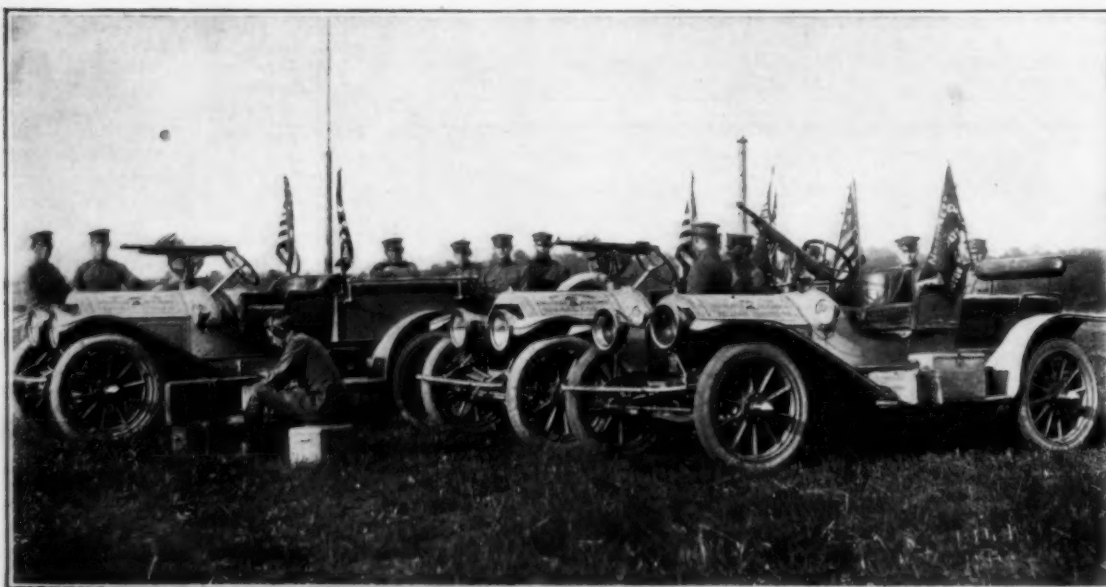
THE AERIAL SCOUT IN DANGER.



COAST ARTILLERY TESTING A 14-INCH WIRE-WOUND GUN AT SANDY HOOK.

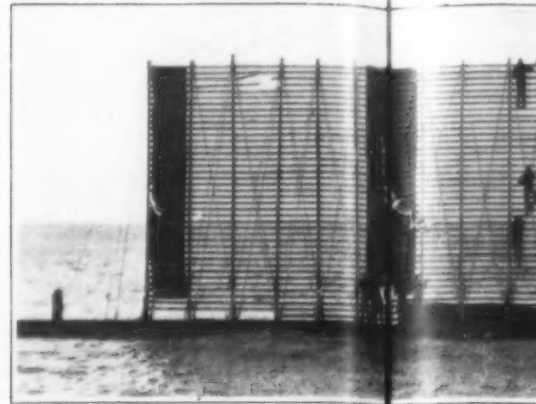


THE ELEVENTH UNITED STATES CAVALRY AT SAN ANTONIO, TEX., 1,000 STRONG.



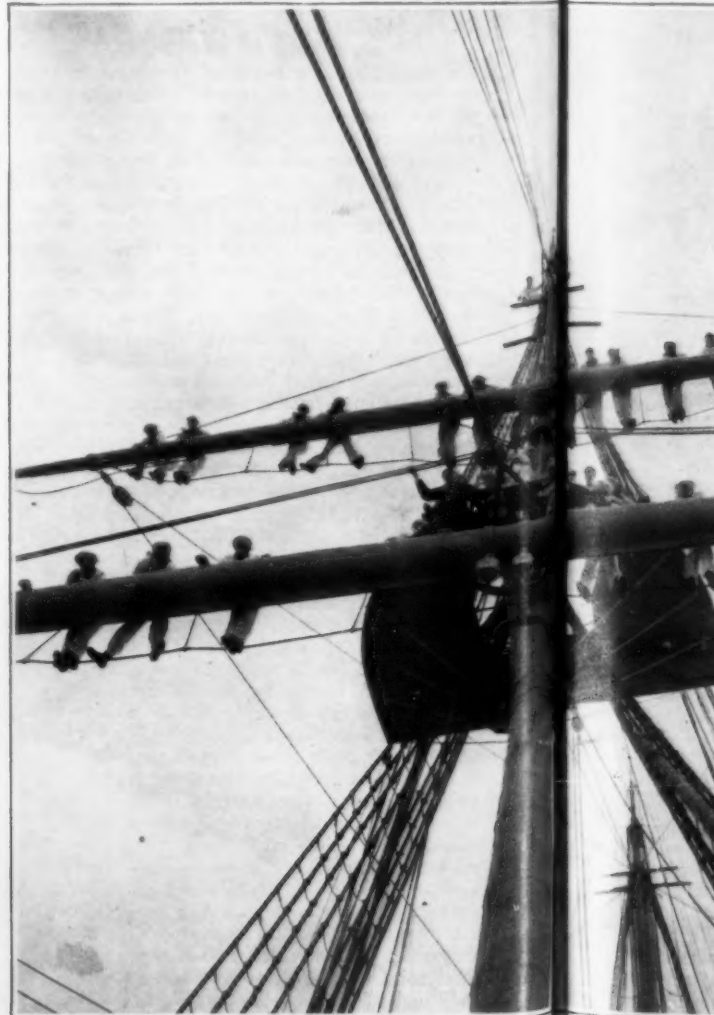
"DESTROYERS" ON WHEELS, DESIGNED TO SWEEP THE AIR.
Wireless and balloon destroying automobiles of the Northwestern Military Academy at the Army Aviation School, College Park, Md.

"The Army and Forever!"



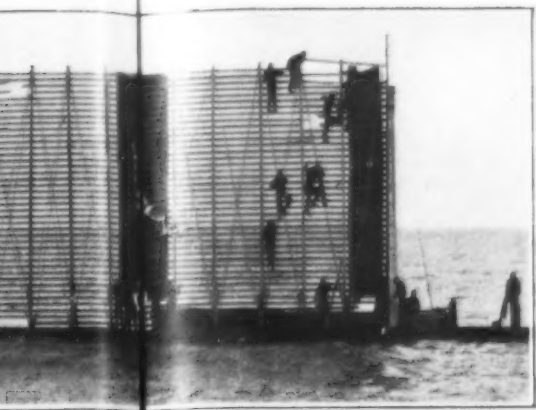
A RIDDLED TARGET AFTER BATTLESHIP F...
Perfect scores in our navy no longer arouse enthusiasm because...
And it seems to make little difference about the distance of...
the ship. The gunnery is regulated by math...

NO MEN OF FINER FIBRE OR BETTER TRAINING LEAD ANY...
Representative officers of the United States Army, being the brigade, regimental and co...
Division, encamped at Galveston, Texas.

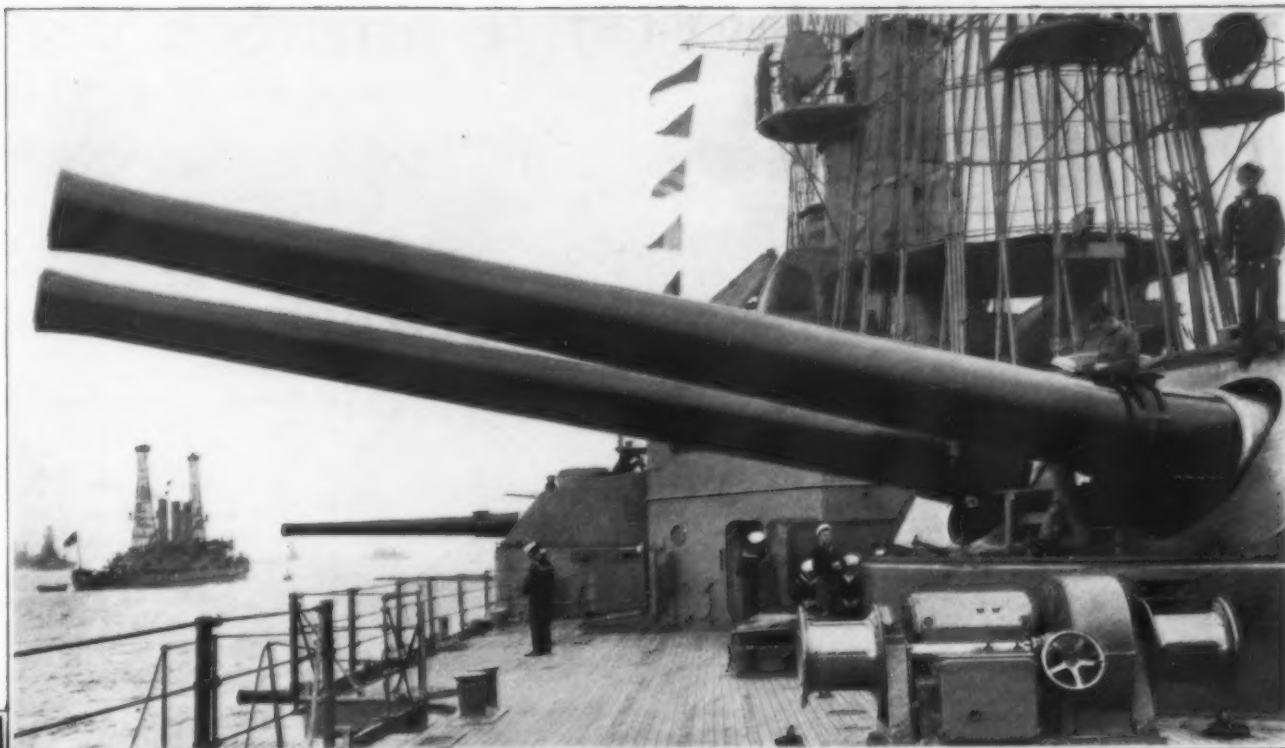


A VETERAN OF THE OLD NAVY... IN SERVICE AS A...
Furling sails on the "Constellation," the staunch frigate which Decatur won v...
put the Algerian privateer permanently out of bu...

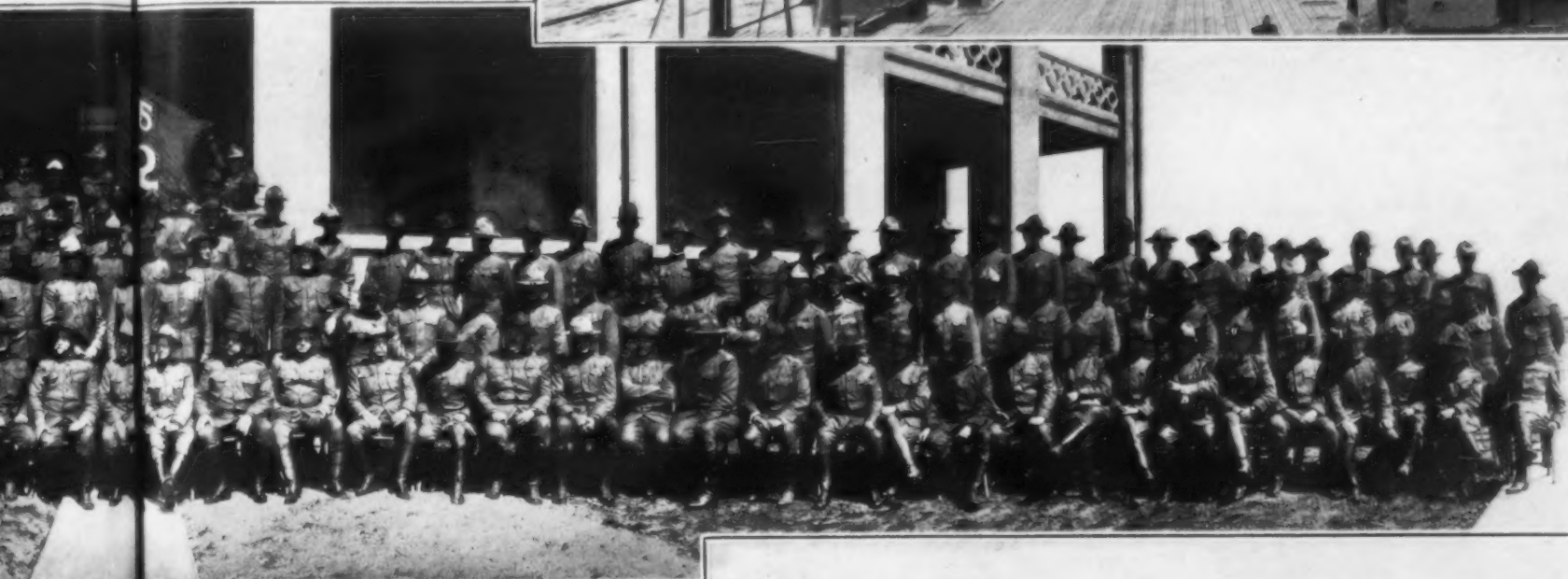
Army and Navy Forever!"



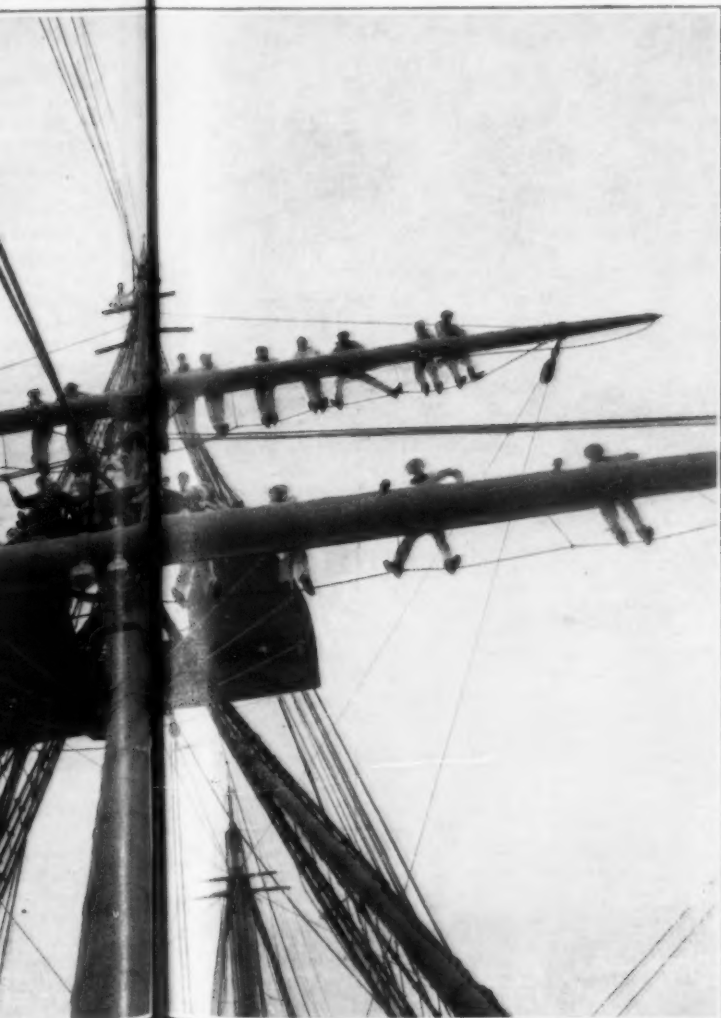
AND TARGET AFTER BATTLESHIP PRACTICE. No longer arouse enthusiasm because they are too common. Little difference about the distance of the target or the roll of the ship. The gunnery is regulated by mathematics.



12-INCH ENGINES OF DEATH ON THE BATTLESHIP "WISCONSIN."



OR BETTER TRAINING LEAD ANY ARMY IN THE WORLD. They, being the brigade, regimental and company commanders of the Fifth Brigade, Second Division, encamped at Galveston, Texas.



THE OLD NAVY IN SERVICE AS A TRAINING SHIP. The staunch frigate which Decatur won victories nearly a century ago. It helped to send the Algerian pirates permanently out of business.



A COMPANY OF INFANTRY SKIRMISHERS ON THE DOUBLE-QUICK.



A HOME-MADE BATTLESHIP THAT WON A GREAT VICTORY A CENTURY AGO. The newly recovered hulk of Commodore Perry's "Niagara," built on the shore of Lake Erie. From it he sent the message: "We have met the enemy and they are ours!"

The Old Fan Says:

"Baseball is the only sport that appeals to everybody"

WITH the warm spring zephyrs that wafted themselves through the open door of the tobacco emporium the Old Fan blew in, happy, smiling and smoking. Shaking hands with the "gang" that had been outside limbering up with an old ball, he dropped into an easy chair and signalled for George to pass the ammunition.

"Our good friend, the editor of the Chicago *Inter Ocean*," he began, "in commenting upon one of our recent little talks said: 'Wherever baseball flourishes, there will the races of the earth get together. It is the best melting pot of civilization.' I certainly like the way he puts the matter, George, and I know that he's right. The most cosmopolitan crowds in America can be found at the ball parks and in front of the score boards, and in the good fellowship that fandom promotes, rank is buried, class is forgotten, politics takes to the tall timbers and one man is exactly on a par with all of his neighbors when the ball is sizzling over the plate or is being pounded into the outer meadows. Yes, sir, in Wall Street the banker may be the banker and the clerk the clerk, but at the ball game they are just

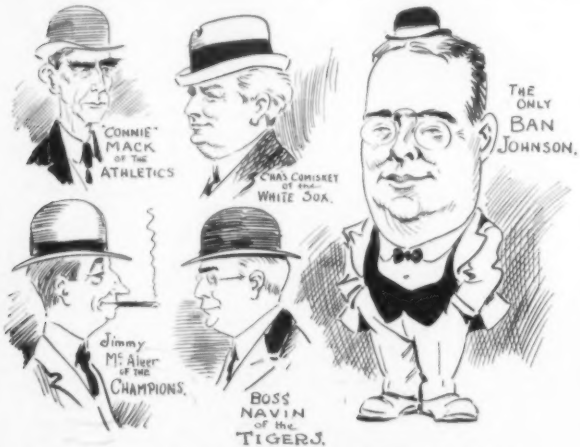


ED A. GOEWY,
("The Old Fan.")



been in New York City during the recent big league meetings, they might have received a surprise—ay! even a big shock—had they drifted into the Wolcott Hotel one evening and seen Johnny McGraw, 'Ban' Johnson, Frank Farrell, Clark Griffith, and Frank Chance, all seated around the same table and swapping yarns with the press representatives. Such a gathering of the old war horses that went through all of the famous battles between the National and American leagues would certainly have dispelled any fears that the two greatest baseball organizations are now on anything but the most friendly terms. If anything more were needed to clinch this fact for you, remember that during this season the Giants and the Highlanders are to play their games on the one diamond at the Polo grounds. It is a fine thing to see these great organizations working shoulder to shoulder, for it means that all petty strife and backbiting are at an end and that the sport will continue to improve with rapid strides.

"And speaking of McGraw and Chance being in the same gathering reminds me that these two during the next few years are



Some of those who will control the destinies of the American League the coming season.

plain fans, and the good feeling promoted at these contests is making all men more friendly with one another elsewhere. Many a man whose time is worth dollars per second will stop all work to argue a point in baseball when, otherwise, he wouldn't let up even to shake hands with the King of England.

"And again, have you noticed that about the first thing the young immigrant learns when he settles upon our shores is the principles of baseball? Its infectious spirit is in the very air here, and even before they can speak sufficient 'United States' to make a policeman understand them, they know how the game is played, take an interest in the sport and can name the town's most popular players.

"If you doubt this; ask some Italian, or German or Russian, who has been in this country six months—'Who is president of the United States?'—and he may not be able to tell you. But ask him if he ever heard of Christy Mathewson, Ty Cobb or Hans Wagner, and note the knowing smile that will precede his affirmative reply. And best of all our women folks are becoming our most enthusiastic rooters and that guarantees that the pastime will be kept on a high plane and that any semblance of rowdiness in the parks will soon be a thing of the past.

"Another step forward was made recently at the annual spring meeting of the American League, when it was decided that the various teams in that organization would make no more 'bush' parades in uniform from their hotels to the ball grounds. Hereafter each club must provide



Watching it grow.

adequate dressing rooms for visiting players and all such must dress at the grounds. This old style circus stunt of Ban Johnson's aggregation has long been a laughing stock in the major league towns, and while it may have served a purpose as an advertisement when the organization was new, it long since outlived its usefulness.

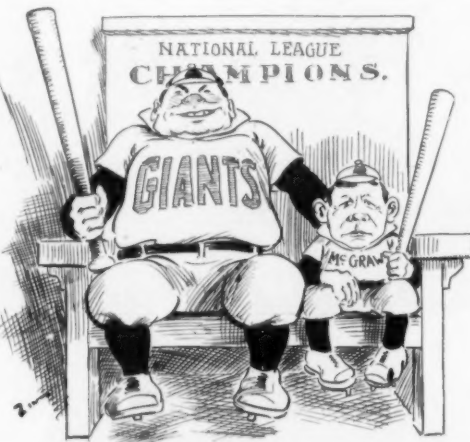
"The other day Manager Connie Mack, of the Athletics, one of the best judges of players the sport has ever known, unburdened himself concerning the great pitchers he has seen perform. He picked the eccentric Rube Waddell as the greatest seasoned twirler and Chief Bender, who is still on the roster of his club, as the most wonderful short series hurler. "Among other things Connie said: 'Probably I know Waddell better than anybody in baseball. He was a pitcher, every inch of him, and he did not need much of a team behind him. He could not think as Bender can and was not as masterful as the Indian, but for straight pitching, I would pick Waddell. In 1904 he fanned 343 men in 377 innings. I remember Amos Rusie, and he was a speed marvel. Walter Johnson I consider a bigger man even than Rusie. He beat the best teams in the world when he had only a fair bunch of players to back him up and field and hit sufficiently to score victories. Since Griffith has made the team one of the best, Johnson has been almost unbeat-

able. Ed Walsh, of the White Sox and Russell Ford, of the Highlanders are two wonderful twirlers who depend, most of the time, on the spit ball. As a 'spitter' artist, Walsh is the best the game has ever seen. I remember one day when, with three men on bases and none out, he fanned Baker, Collins and McInnis. I know of no other pitcher who could have done that trick.

"Christy Mathewson, of the Giants, has been a great pitcher for many years. While I would place him among the best four the sport has ever known, don't overlook the fact that he has always had a pretty good club back of him. Had Jack Powell received as good support he would have shaved off a record that would be mighty hard to beat. A lot of good twirlers never had championship teams behind them to pull them along, while they actually pitched better ball than

some of the more famous, their records will never show in big type. Chief Bender is the best short series pitcher in the world. He proved that to my satisfaction when, with Jack Coombs injured, he delivered the best stuff I have ever seen. Bender throws a ball that goes as fast as anything that Walter Johnson, Amos Rusie or any of the rest of 'em ever tossed. Ask Harry Davis or Ty Cobb and they'll tell you. Bender cannot throw every ball like Rusie or Johnson, but he can put over about twenty during the course of a game that you can hardly see!"

"If the fans from the various parts of the country had



Will the big and little Giants be able to hold their place?



EUGENE ZIMMERMAN,
The noted cartoonist ("Zim.")



Some of the National League's "big boys" for 1913.

going to pull down the largest salaries ever paid any managers in the history of the game. When President Farrell of the Highlanders, closed negotiations with Frank, it is understood that the latter's contract called for a salary of \$15,000 per year for three years. The newspapers made a great to-do over this and the inference drawn in most of the published stories was that the ex-Commander of the Cubs was to receive as much of the long green as Johnny McGraw, the idol of the metropolitan fans for some years past. Very soon, thereafter, the big powers in the Giants' camp became extremely busy, the result of their conferences being that Mac was called to headquarters, asked to sign a new contract that will run through 1917 and gives a salary that is very close to \$20,000 annually. The 'scrappy' general, therefore, was made happy by gaining the distinction of being the highest salaried man in baseball to-day.

"According to a subsequent announcement, he will give up all interest in his billiard headquarters and devote every bit of his time exclusively to the Giants. Harry N. Hempstead, the new president of the New York Nationals, in announcing the good fortune of the 'Little Corporal' said: 'It gives me great pleasure to announce that John McGraw has entered into an agreement with us for the next five years. We consider him the greatest manager of the generation in baseball. During all the time that he has been in charge of the New York team his club has never been out of the first division, except for a brief period during the latter part of 1902, when he assumed control and began the process of building up a new team. He has brought New York four National league championships and one World's Championship.

"You will no doubt remember, George, that just previous to the time Frank Chance put his signature to a contract to manage the New York Highlanders, he announced positively that he would not take the job and that in going to Chicago to meet President Farrell, he only wanted to be polite and make the refusal in person and not by wire or something to that effect. Of course, at the time, all the old timers were perfectly confident that the former Cub general intended to take the fat job and that he was only doing a little 'Murphy advertising.' According to the press reports, Chance, just before sailing for Bermuda to open the training camp, said he had the first baseman's mitt he had used for several years and added: 'I brought that from California with me and I intend to use it this season!'

"You bet Frank kept the old mitt and you bet he brought it with him. And you can also wager that a \$15,000 a year post managing a team in New York City always looked better to him than any orange crop he may have had in prospect. Fruit raising isn't always such a cinch."



Can he make the Cub climb it?

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Santa Fe Trail Should Be Preserved

By ELMER T. PETERSON

THE trails of the middle west which were projected in the closing days of the eighteenth century were daring, for their period, but none were beset with such peculiar perils, none are fringed with such a grim array of skeletons as the Santa Fe Trail. Almost every mile of it is pregnant with romance and even though much of its physical aspects are destroyed by the plow, the Trail itself is still there, its spirit lives in history and in the lives of the sturdy people who cluster around it. In its beginning it was the one link between the East and the Far West. It was The Transcontinental Highway. It was the trail of the traders who began the commercial relations between the Americans and the descendants of the Aztec, they of the partly mythical wealth, and later it was the much traveled road of the Argonauts, the Forty-Niner

the white man and finally the macadamized road of the civilized man."

In the early days of the nineteenth century, but at different times, Col. Zebulon Pike and General Winfield Scott struck out over the desert, trackless save for the unerring trails of the wild things, which is now Kansas, to locate a trail and find out what lay beyond. Long before, Coronado had traveled nearly the same route, pioneer white man in this unawakened empire. Scott struck the Arkansas River about where Wichita now stands and followed it on the north bank as far west as what was later known as the Cimarron Crossing, near where the town of Cimarron is located. Here Scott crossed the river and traveled in a southwesterly direction toward the "Dry Cimarron" River. This route was more perilous, as it made a hard day's drive



PAWNEE ROCK AVENUE AT PAWNEE ROCK, KANSAS.

View from the famous rock showing the tree-lined street which was once the old Santa Fe Trail. Automobiles now crowd the highway on which the immigrant caravans traveled.

seekers after the Golden Fleece. With commerce went the flag, so this road was patrolled and garrisoned by soldiers and scouts and rutted by the innumerable army of freighters, hangers-on, hunters and adventurers.

The Santa Fe Trail plowed determinedly on through the lands of the Cheyennes, Comanches, Pawnees, to those of the Pueblos and Navajos, and it received a baptism of mingled white and Indian blood.

Thomas Hart Benton, the great statesman of Missouri, saw the physical value of the trail as a transcontinental highway, when he said in a speech in the U. S. Senate more than fifty years ago: "There is a great route for the system of roads which should constitute a national central highway from the Mississippi to the Bay of San Francisco, a good way and central—a better way than any not central that can be found in the United States."

"There is a class of topographical engineers older than the schools and more unerring than mathematics. They are the wild animals—buffalo, elk, deer, antelope and bear—which traverse the forests not by compass, but by instinct, which leads them always by the right way, to the lowest passes in the mountains, the shallowest fords in the streams, the richest pastures in the forests, the best salt springs and the shortest practical lines between remote points. These are the first engineers to lay out a road in a new country. The Indians follow them and hence the buffalo road becomes a warpath. The white hunters follow the same trails in pursuing their game. After that the buffalo road becomes the wagon road of

without water. When Pike made his journey, he went on up the river toward the mountain peak which now bears his name. Thus the Santa Fe Trail has two branches, one of them leading out southwesterly from Cimarron, and the other proceeding westward into Colorado. The branches reunite in New Mexico.

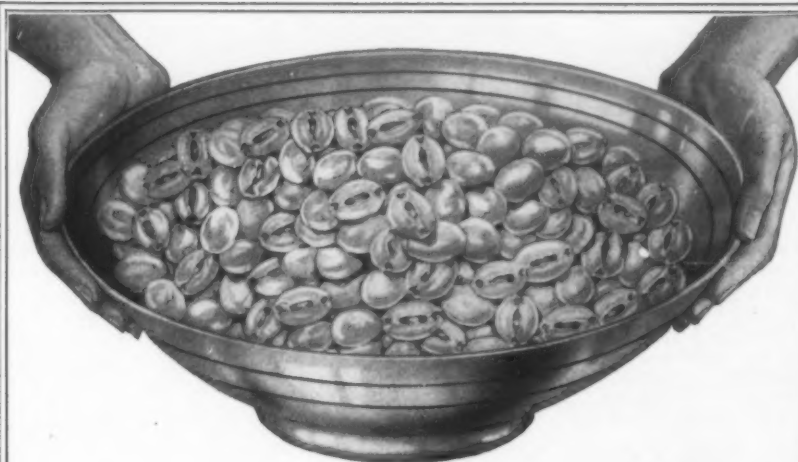
Its commercial value is glorified by its romantic setting. What other single institution in the United States is linked with such names as Coronado, Pike, Scott, Phil Sheridan, Custer, Lee, Doniphan, Price, Atchison, Inman, Cody, Kit Carson; or studded with such gems as Pawnee Rock, Fort Larned, Zarah, Bent, Dodge, and the dozens of battlefields and other landmarks?

The Santa Fe Trail should be preserved. The Daughters of the American Revolution have long recognized this and have provided large granite markers which have been placed at intervals along the trail. But it cannot be kept fully alive in spirit without being revived as a road—a great national highway. The time for a great national highway, a system of them, if you please, has come. The demand cannot be set aside. The movement for a transcontinental highway was begun simultaneously with the movement for the reviving of the old Santa Fe Trail, in Kansas, on January 31, 1910, more than three years ago, when a small body of men began to work determinedly on the reviving project; and it is only fair that this work should be recognized by making this grand old trail, laid out by Nature's engineers and later approved by man's as the most feasible, an integral part of the first Transcontinental Highway.



DOUBLE CURVE ON THE OLD SANTA FE TRAIL.

This bending of the trail occurs five miles east of Emporia, Kansas. The going on this roadway is good, as is shown by the photo.



One Man Solved an Age-Old Problem in These Foods

These fascinating foods, Puffed Wheat and Puffed Rice—we don't want to make them too scientific.

Eat them for sheer enjoyment.

Serve with cream and sugar. Mix with any fruit. Float in bowls of milk.

Use them like nut-meats in candy-making, or as garnish for ice cream.

These are thin, airy wafers. Each grain is puffed to eight times normal size.

Each has countless cells, surrounded by crisp toasted walls. And those walls crush, at a touch of the teeth, into almond-flavored granules.

Eat them because wheat or rice in no other form was ever half so delicious.

That's what millions do.

But it's also pleasant to know that, in other ways, these are the most desirable foods men know. So let us briefly tell you the scientific side.

Puffed Wheat, 10c Except in
Puffed Rice, 15c Extreme West

The Scientific Side

The age-old problem in cereal foods has been, how to break up the food granules.

That's essential to digestion.

Cooking, baking and toasting broke part of them. And for centuries that had to suffice. But the dream was to break all of them—to make whole-grain wholly digestible.

Prof. A. P. Anderson made that dream come true.

He does it by steam explosion—by some 125,000,000 explosions inside every kernel—one for every starch granule.

He does it by applying to the sealed-up grains 550 degrees of heat. Thus the trifle of moisture within each granule is turned to super-heated steam.

Then comes the explosion, and every granule is literally blasted to pieces. Yet the coats of the grain are unbroken.

Think of this when you eat them. By no other process can these great cereals be made anywhere near so digestible.

That means you get all the nutrition. And they do not tax the stomach.

For a supper dish—for a bed-time dish—think what it means to have such crisp, brown wafers to serve in bowls of milk.

And the taste is like toasted nuts.

The Quaker Oats Company
Sole Makers—Chicago

(414)



Hughie Hughes

A. L. Westgard

Mort Roberts

Friction

in the wrong place does two things well—wears out your automobile and uses up power.

DIXON'S FLAKE GRAPHITE reduces friction and wear by forming a veneer-like coating of graphite on the bearing surfaces, preventing metal-to-metal contact. DIXON'S FLAKE GRAPHITE is an ingredient of

DIXON'S Graphite Grease No. 677

(For Transmissions and Differentials)

Well-known automobile men use and recommend Dixon's Greases.

Send name and model of car for free booklet, "Lubricating the Motor," No. 255.

Joseph Dixon Crucible Co.

Established in 1827

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IRON WITHOUT A FIRE

Cut out the drudgery. Save time—labor—fuel. No waiting back and forth to change irons—always the right heat for the best work. It's an **IMPROVED MONITOR SMOKE IRON**. Self-heating. Satisfaction Guaranteed. Over half a million monitors in use. Strong, simple, easy to operate. Heat regulated instantly—no dirt, no noise. Agents, Salesmen, Managers Wanted. **\$10 to \$20 a Day**

No experience required. Every household a prospect. Sells almost on sight. NOT SOLD IN STORES. Martin, Tenn., made \$500 in one year. Trimmer, Ill., writes: "Sold 12 in 10 hours." Mrs. Nixon, Vt., made \$15 in half a day. You can do it too. Send for big colored circular, shows iron full size, explains everything. Receive selling rights—no charge for territory.

THE MONITOR SMOKE IRON CO.
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is frequently made by owners of our famous Merry-Go-Rounds. It is a big-paying, healthful business. Just the thing for the man who can't stand indoor work, or is not fit for heavy work and has some money to invest in a money-maker. We make everything in the riding-gallery line from a hand-power Merry-Go-Round to the highest grade Carousels. They are simple in construction and require no special knowledge to operate. Write to-day for catalogue and particulars.

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Park Amusement Outfitters
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LEN B. FLEMING & CO., 1416 B'way, N. Y.

Fish Bite

like hungry wolves any time if you use our Wonderful Fish-Luring Bait. Best Fish Bait known. Keeps you busy pulling them out. Write to-day and get a box to help introduce it. Agents wanted. Walton Supply Co., Desk 112 St. Louis, Mo.

"Richards, Turret Captain"

By RUSH M. HOAG

WE were pacing the quarterdeck. Yes, the quarterdeck, for in the newest of the new navy, we bluejackets belong aft. I had gone over to visit Richards, not having seen him since his accident, and to congratulate him on his speedy recovery and return to duty. He and I had been as thick as sea gulls in Frisco Bay when together in the Torpedo Class, and although graduation had separated us, we found occasion for confidences and the swapping of yarns in various ports of entry. Our ships were in the same division and it had not taken him long to let me know of his return from the hospital by a "P-V-T" (private) semaphore message which one of the signalmen sent for him. On my first afternoon off I received permission and went over to see him.

The ships of the fleet were anchored about Narragansett Bay, which is the future naval base for the Atlantic coast, and so it came natural for him to tell me the rest of the story, the first chapters of which I had witnessed in this particular latitude when we were studying torpedoes, mines and things. Richards' story lingered in my mind after I had returned aboard my ship and after a hearty laugh I settled down to spin the yarn. It began the day we arrived at the dormitory of the Torpedo Class. Before noon Richards had sized things up about right.

"Come on, Pete, we've got to get a room ashore—in town. We'll violate the sacred expectations of some landlady if we don't." The main street in this provincial town, which is named after a famous English river (the street, not the town) we found so wide that two automobiles and a bicycle could just pass. We might have been in Havana or Callao but for the architecture and the baby buggies and the—well, we found a room. It was quite convenient to a restaurant, a tobacco store, and other necessities of life. Here we deposited our civilian outfit and all but a few kopecks of our monthly money.

Minnie, the daughter of the house, hung our clothes in the closet, took the cash with an eye on our rating-badges and made a hit. She showed us the parlor with an invitation to make use of it which Richards accepted; and during the eight months that followed I had to listen to the low murmur that emitted from that parlor nights after I had turned in. It was like the murmur of the calm sea that ripples on the beach or breaks about the bow of the ship, and, after awhile, it would sooth me to sleep. Each morning though, to tease her, I would complain to Minnie of the noise, and in her breast there smoldered a hatred of which I was unconscious.

About the time exams were beginning, like a West India hurricane the storm broke. The calm seas that murmur about the bows and ripple on the beach were now turbulent. Where the storm center was I could not make out.

It abated after a time and Richards came into our room with distress signals flying. He paced up and down a time or two, picked up a book on torpedoes which I had been studying and threw it on the floor. I was feigning sleep and watching him out of the corner of my eyes, but the way he threw that book almost caused me to wake up. He paced again for a time, then got his Indian clubs into action and I was compelled to wake up and call a halt for fear of getting the gas mantle scattered all over me.

"Who do you think you are, Ulysses?" he said bitterly. "I hope some Circe gets a strangle hold on you and turns you into a pig."

It being useless to debate with him on the subject, I covered up my head with blankets. For an hour or so he alternated between the clubs and pacing. Finally one of the clubs didn't turn behind his head just as it should and it became necessary for me to put him to bed where he recovered under applications of a handkerchief soaked in cold water.

Graduation came a few days later and we packed up and went to sea. Richards was ordered into a turret, one of the things which sometimes happens: you are educated in torpedoes, then ordered into a turret, because you are a seaman gunner. Richards in a few months changed his rating to turret captain.

On the Southern Drill grounds his great throbbing ship lay anchored, resting from her day's toil. Hundreds of lights glimmered from her port holes and high up her mast was the flashing of the night signals. Below was the clamor of cleaning up after meal time. Men were carrying dishes and

tables were being hoisted out of the way. Here and there men were at their ditty boxes writing letters or reading, and, farther aft, the merry tones of a piano livened the air. On deck couples were pacing and groups were talking about the Delaware's firing, which they had witnessed that day. Every one believed that they were going to win the trophy the next day, and bets were being made on which turret would make the best record.

One of the huge turrets was trained abeam and men were busy rigging up the screen for moving pictures. From below, one by one, the band came trailing, each bringing his stool and instrument and soon there was the jumble of melody as they began tuning up.

On the top of Richards' turret the moving picture machine was set and the various films made ready. The band struck up a lively air and streams of men poured from the hatches, joking with each other as they filled the previously arranged benches and stools.

It was the night before battle practice. The day had been well spent in preparation, and when night came upon them they waited only the coming day to go forth in their turrets to fight a battle of peace to prevent war. To look upon those hundreds of youthful and happy faces you would not think that in the morning they were going to their battle stations and coolly proceed about the work of ramming hundreds of pounds of powder behind steel shells into twelve-inch guns. Among these youthful faces were the gunpointers who would put their eyes to the sights and press the key that would send shell after shell through a target no larger than a small house seven miles away while the ship beneath them was rolling and plunging in the open sea.

Richards was in his turret with a pad of paper on his knee and a fountain pen poised in his hand. He was gazing at the breech of the gun before him, but the vision was lost upon his optic nerve for he transferred no thought to his brain. He gazed at the operating lever fixedly but he saw the face of Minnie, not as he had last seen her, but as she was one night before the storm when she had looked into his eyes and said, "I admire a man who goes out and does the world's work, who is a gentleman in spite of it, and who stands fearless before unexpected circumstances, moulding them to suit his will."

Occasionally there came to him the sound of clapping hands or brief strains of music. He glanced at his paper where he had begun: "Dear Minnie."—The rest was blank. Finally he gave it up in despair. What had he done, what could he do! Even had she forgiven their foolish quarrel, he had not made the mark she set for him. Putting his writing material in his ditty box, he crawled from the turret just as the moving picture show was breaking up.

Grey streaks of life were coming out of the east when the ship burst into life. Bugle calls and boatswains' whistles resounded through the decks, while masters-at-arms' voices informed them that there was an Irish man-o'-war in sight. The tug for the mail was already alongside and was casting off. The great ship presented a rakish and incomplete aspect, cleared for action. Signals fluttered at various yard arms and the division of ships moved to sea. After breakfast all would have seemed chaos to the undisciplined. Turrets were being trained in all directions; men were moving apparently without object yet all in accord with order; ammunition cars were running up and down, and every article of mechanism was tried and tested for the last time. Umpires and spotters were discussing their rules of conduct; gun captains and crews were given their final instructions.

Before long, on the horizon, smoke was sighted and then windmill-like masts appeared, and the division maneuvered so as to come into firing position. All over the ship went the word: "Stand by!" Gunpointers strapped telephones to their heads and glued their eyes to the sights. On the edge of the horizon, between sky and sea, appeared that canvas-covered framework (being towed three hundred yards astern of each battleship), on which they must keep the cross-wires of their sights.

Turret officers and turret captains surveyed every minor detail and noting the perfection of preparation settled back to await that command: "Load." The crews grouped about their guns in the agony of suspense. This is the most trying

(Continued on page 473.)



Health Waits on Appetite

Of what use is a feast without an appetite? Or what is more distressing than a stomach that will not digest the food it craves? These are the signs of dyspepsia—the seeds of weakness which will blossom in disease if unchecked.

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The Best Tonic
overcomes dyspepsia—creates a normal, healthy desire for food—helps digestion and relieves every form of stomach trouble. It is quick in action and positive and permanent in results.

Order a Dozen from Your Druggist
Insist Upon It Being "Pabst"
Write for "Health Darts" booklet.

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is to the ears what glasses are to the eyes. Invisible, comfortable, weightless and harmless. Anyone can adjust it. Over one hundred thousand sold. Write for booklet and testimonials.

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“Richards, Turret Captain.”

(Continued from page 472.)

moment—the moment between the words “Stand by” and “Load.” Hearts thump and hands ache to get busy, for in that business men forget their dangers and throw their whole souls into having their gun ready to speak with the rest at the next salvo.

The order came: “Load!” The great breeches of the guns swung open, the shells came into place and were rammed home; powder bags followed in rapid succession and the plugs were closed.

“Ready!”

There was a buzz at each pointer's ear and the ship keeled to the recoil of the mighty guns, but the roar of explosion was lost upon busy ears for ammunition cars were rumbling and shells and powder bags were being hurried into place.

Again and again the guns spoke together. Richards, in his turret, watched every move, for a slip of the routine might mean the loss of a shot and the trophy. They were nearing the end of the run. The plugman turned but an instant to glance behind him to be sure of his footing; the gunpointer pressed the key with the signal, but his gun did not respond; it was a hang-fire. A hang-fire comes generally when the powder is imperfect and burns slowly, exploding at some unexpected moment. It is dangerous to open the breech plug but the concussion of the other guns vibrated the ship and the plugman reached for the operating arm.

“Silence!” cried Richards, springing to push him away, but the plug was opened before him. Several grains of burning powder rolled out and upon the turret deck.

“Out of the turret!” ordered the turret captain and there was a wild stampede for the hatches.

Already the gases from the burning powder had begun to form and while the plugman remained to close the breech, Richards was busy stamping out the flame from the rolling grains which might roll into the handling room—and God only knows what would happen then. A piece rolled beneath the breech of the gun and Richards stepped to stamp out its flame. At that instant the giant gun recoiled with all the force of its awful explosion. The hang-fire had lingered to do its work. The gun struck Richards and he was thrown unconscious to the deck.

When the gun fired, the crew were grouped about under the turret, some wildly explaining to officers what was happening inside. For a moment there was an awful silence, then a foot appeared from the hatch and the plugman crawled from the turret dragging a man after him.

“Come on, you fellows,” he said. “Help me carry Richards to the sick bay.”

In the Brooklyn Naval Hospital, a few days later, Minnie stood at his bedside and begged his forgiveness with her eyes.



SEATTLE VYING WITH NEW YORK.
The Pacific Coast's great skyscraper, the L. C. Smith Building at Seattle, Wash., 42 stories high, rapidly nearing completion. This structure, typical of Seattle spirit and growth, is said to be “the highest office building in the world outside of New York City.”

By courtesy Exposition & Industrial Bureau, New Chamber of Com., Seattle.

“This is one of your unexpected circumstances,” he said, “and you must.”

“I will,” she answered.

The cause of the storm? Oh, he insisted on me for best man and she wouldn't stand for it.

What Will the Democratic Harvest Be?

By ROBERT D. HEINL, Leslie's Bureau, Wyatt Bldg., Washington, D. C.

NEW LEGISLATION.

If Congress so strictly regards the wishes of President Wilson that it confine itself to tariff and currency, a deluge of new legislation will go begging—a stupendous total of 2,914 bills, twenty-nine Senate resolutions, nine Senate joint-resolutions, and nearly one hundred memorials from legislatures and other bodies. “No. 1,” the Chamberlain resolution, giving the ballot to women by Constitutional amendment, led the procession in the Senate. Senator Burton's joint resolution granting \$2,000,000 to the Ohio flood sufferers was a close second. Legislation for the construction of 1,000 miles of Government railroads in Alaska was proposed by Senators Jones and Chamberlain, and Delegate Wickersham of Alaska. The bills would authorize the issuance of \$50,000,000 of Government bonds to finance the project, to be redeemed from Federal receipts in Alaska. A \$10,000 pension for former Presidents was proposed by Senator McCumber, the President to be retired as Commander-in-chief of the Army and Navy. The Panama Canal toll question re-appeared when Senator Root reintroduced his bill of last session for a repeal of that provision of the new Panama Canal act which would permit American coastwise ships to enjoy freedom from toll charges. Senator O'Gorman is expected to lead the fight again against Senator Root's proposal. Another bill for the establishment of a Department of Public Health has appeared on the horizon.

THE SPLIT.

After the smoke of the preliminary skirmish has cleared away, it is interesting to analyze the House complexion. This may be best done by a resume of the vote for Speaker. Two hundred and seventy-two Democrats lined up behind Champ Clark; one hundred and eleven Republicans stood for Mr. Mann of Illinois; and eighteen Insurgents chose Mr. Murdock of Kansas.

THE MILEAGE GRAFT.

Long before there were any railroads, Congress fixed the mileage of members at twenty cents per mile and to this day they are drawing the same liberal perquisite. It costs the citizens of the United States hundreds of thousands of dollars every year. Representative William E. Cox of Indiana has been particularly active in having this practice abolished. Mr. Cox is a Democrat and recently said:

“It is a nasty little graft. In our platforms and on the stump we Democrats have stood for strict economy and against rake-offs and special privileges. What will the country say of us when, now that we are in power, we allow this contemptible grab to continue and dip our hands into the federal treasury for an allowance far and beyond the amount we actually pay out for mileage? I know that this reform is not popular with members of the House, but I am going to press it even if I wear out my welcome. Furthermore, I intend to see President Wilson and ask him to back me up in this crusade for common honesty. I hope he can be persuaded that it is his duty to send a special message to Congress asking that the mileage graft be repealed.”

Will the Democrats do their duty?

KEEPING THE DOOR OPEN.

There is slight chance of “putting anything over” on Secretary Tumulty, President Wilson's intimate political adviser at the White House. He has proved himself popular from the beginning. Mr. Tumulty has cast red tape to the winds and kept faith with the announcement that he would meet all comers. The new Secretary is accessible to the man who desires to talk business. He is frank and has a remarkable faculty for remembering names and faces. One who goes to Mr. Tumulty armed with a personal letter of introduction usually finds it wholly unnecessary. Secretary Tumulty is ably assisted by “Tommy” Brahany, who could turn an honest penny as a vaudeville entertainer, and by Rudolph Forster, the friend of many Presidents.

United States Tires

have cut down the high cost of motoring

UNITED STATES Tires today yield an average mileage from 25 to 50 per cent higher than was ever given by any make of tires previous to the organization of the United States Tire Company two years ago.

Our own records prove this.

Every unprejudiced dealer in the country will admit it.

Ask your friends who are using United States Tires how much more mileage they are getting now than they were in 1910.

The co-operative methods of manufacture employed exclusively in making United States Tires have accomplished this increase in tire-mileage and decrease in tire expense.

Two years ago we predicted that concentrating the efforts and facilities of four of the world's most modern tire-making plants on the making of one line of tires, would result in the most radical reduction in tire expense ever known to the industry.

We have made good our prediction.

United States Tires have today come to be acknowledged everywhere as

AMERICA'S PREDOMINANT TIRES

and the simple reason back of it is this—they have cut down tire bills.

United States Tires are made in three types—Clincher, Quick Detachable and Genuine Dunlop (Straight Side), the tire that is absolutely guaranteed against rim-cutting. You have your choice of three treads—Plain treads and the world-famous Nobby and Chain Treads.

UNITED STATES TIRE COMPANY NEW YORK



United States Pneumatic Tires are guaranteed when filled with air at the recommended pressure and attached to a rim bearing either one or both of the accompanying inspection stamps. When filled with any substitute for air or attached to any other rim than those specified, our guarantee is withdrawn.



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gives you the fullest pleasures of the open country road without any jolting, jarring or vibration. The new Comfort features of the 1913 Indian have completely revolutionized motorcycling. The Cradle Spring Frame has abolished discomfort. It's the correct principle. Instantly appreciated by anyone who has ever ridden a motorcycle.

Foot Boards now fitted in addition to pedals give choice of two comfortable riding positions with separate brake controls. New style luggage carrier fitted free. No increase in Prices. Power, Speed and Endurance unequalled by any other motorcycle. Costs next to nothing to maintain. Easy to ride as a bicycle. Needs no garage.

Prices 4 H. P. Single, \$200 f. o. b. Factory
7 H. P. Twin, \$250

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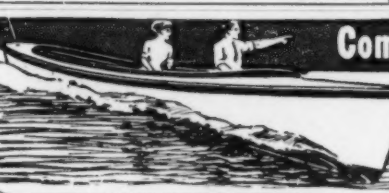
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Detroit Motor Car Supply Co., 35 Helen Ave., Detroit, Mich.



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From your dealer or sent direct
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can best be obtained by investing in the kind of securities which long experience has thoroughly demonstrated is the least affected by unfavorable conditions in the business and financial world.

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by investing in securities which present conditions in the business world have caused several of the strongest corporations to create.

Modern Preferred Stocks of the best type are not only protected by most stringent provisions and safeguarded in a way similar to that of mortgage bonds, but, in addition, have the added merit of yielding as high as 7% interest.

We invite particular attention at this time to the attractive features of a preferred stock which is described in Circular KL and which is as desirable for the man with \$100 to invest as the one with \$10,000. This circular will be sent on request.

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Members New York Stock Exchange since 1878
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SAVE a little at a time,
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Send for booklet 4—"Partial Payment Plan."

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A few years ago $3\frac{1}{2}$ to 5 per cent. was the prevailing return on sound investment bonds. Today $4\frac{1}{2}$ to 6 per cent. is to be had from those of equally high standard. The investor who looks for safety and liberal income, combined with a reasonably broad market, should not allow this opportunity to slip by.

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Investment Bankers

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ALBANY BOSTON CHICAGO

Good Timber Bonds

find ready sale among banks and lumbermen who know that they will be paid when due, not refunded. Timber Bonds yield

Six Per Cent Income

Send for Booklet "B" describing Timber Bonds for the Conservative Investor.

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"The Bache Review"

The Weekly Financial Review of J. S. Bache & Co., Bankers, 42 Broadway, New York, quoted weekly by the press throughout the United States, will be sent on application to investors interested.

Advice to individual investors given on request.

FRESH OPPORTUNITIES

For large profits will succeed the transitory period of losses and small profits through which the Securities Market has just passed.

Get the latest facts and figures regarding the Maxwell Motor Company, the reorganized United States Motor Company, and judge of the opportunity offered through the purchase now of these new Securities.

Circular and information on request.

SLATTERY & CO.

Dealers in Stocks and Bonds
Est. 1906 40 Exchange Place, New York



W. I. DIFFENDERFER.

Cashier of the bank of Lebanon, Mo., who was named by United States Senator Fletcher, of Florida, President of the Southern Commercial Congress, as a delegate at large on the American Commission to study the European system of rural credits and agricultural finance.

NICHOLAS F. BRADY.

Who was recently elected as President of The New York Edison Company to succeed his father on his retirement. Mr. Brady is one of the youngest heads of a great corporation in this country. At the age of 34 he has made his mark in the highest financial circles.

JOHN F. SEELEY.

President of the Commercial Savings Bank, Caro, Mich. Mr. Seeley's idea of having the denomination of the new bank notes printed on one side only was favorably received by the Secretary of the Treasury and some day it may be adopted.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUNIOR COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

WE are all a little foolish sometimes. Somebody has said that "A man is a fool until he is forty." The truth is that men and women are fools at all ages. I mean by this not that they are light-headed, but that they are foolish about matters which apparently ought to fool nobody.

I once met a notorious promoter of questionable securities and during our conversation he related this incident of his career. He said, "I had a partner who was as slick a rascal as was ever born. He and I managed to make from \$25,000 to \$150,000 a year by putting our heads together and devising schemes to get people's good money. After a while we had worked out all our schemes, as I thought, but one night my partner came to me and said he had something new and he proceeded to disclose a plan which was so utterly foolish on its face that I turned it down at once. 'Why,' I said, 'a plan like that wouldn't fool anybody. We couldn't fool a baby with it.' My partner looked at me for a moment with a cold glittering eye, and then slapping his hand on the table, exclaimed, 'You are mistaken. It is true that we have fooled the people before with something of this kind, but do you realize that a new crop of fools is born every minute? I just want to try this out and prove it to you.' He did and this preposterous scheme of his was the most successful that he ever worked, for in six months we divided \$20,000 between us and we would have made it \$100,000, if the Post Office Department hadn't interfered with us."

My readers will remember the California Consolidated Oil Co. which sold its stock broadcast on the most absurd stories of its enormous wealth and which, when it went to pieces, had just \$29 in its treasury. At the head of this fake concern, as president, was the late Admiral Evans and the use of the name of this brave man attracted thousands of investors to the scheme. The crash of the enterprise, it is said, was accountable for Admiral Evans's death. He had put his own money into the enterprise and lost it all, and he suffered with the others.

Thus are some of the best people fooled. It is a mistake to believe that only the cheap and the ignorant are the victims of these impostors and gold brick schemes. The desire to accumulate wealth is general. Everybody has it and everyone is willing to take a chance in an attractive lottery.

When people talk of closing the stock exchange because it offers opportunities for gambling, they show little sense. People want to speculate and if they do not buy stocks, they will buy grain, cotton, or real estate. It is a good thing that we have abolished our lotteries and gambling places established for no other purpose but gambling, but the stock exchange is simply a market for stocks and bonds, patronized by investors as well as by speculators. The

attempts to cripple or to regulate the stock exchanges are, therefore, unjustified.

The people must have markets, they must have opportunities to buy and sell, they must know where to go to speculate, or they will resort, as many do, to any game of chance that they can find. You cannot make men good by legislation. The best laws ever laid down for us are comprised in the Ten Commandments. If everybody would obey these, the world would be free from wickedness and Paradise would be at our doors.

In a long and varied experience with Wall Street, I have discovered that those who denounce it are found chiefly among the losers in the stock market. The winners are perfectly satisfied with things as they are. But this is the case in everything. The rich are envied by the poor, the successful by the unsuccessful and even the just by the unjust.

Occasionally I receive letters from inquirers who ask if they cannot go to Wall Street with a few thousand dollars and earn a livelihood in speculation. Invariably I answer in the negative. This is nothing more than gambling for a living, and no man should do that.

There is only one safe way to make money in any business, in or out of the stock exchange, and that is by using the ripest judgment in making purchases at the right time and waiting for an opportunity to sell at a profit. This means study, patience, and watchfulness. With these, men win in Wall Street. With these, they become investors rather than speculators.

Their golden opportunity comes when the market is active and advancing and when the crowd are rushing in to buy. We have not had a market of this kind for several years, though a year ago many believed it was about to open on an inviting scale. Some have predicted a spring rise this year, but the extra session and the continued uncertainty regarding the outcome of the new administration have relegated the prophets to the rear.

M., Astoria, L. I.: I know nothing of the Chicago brokers named by you, but I cannot advise you to buy cheap zinc mine shares. Such enterprises are purely speculative.

B., Endicott, N. Y.: None of the cheap oil stocks is a "good safe investment," and the 3c. shares of the Uncle Sam Oil Company must be extremely speculative.

J. O., Columbus, O.: If the administration of the county's financial affairs has been careful and sound, the 4 per cent. non-taxable bonds of Franklin County should be a safe investment.

C. A. M., St. Johns, N. F.: The Officers of U. S. Light & Heat say the company is doing a good business. The common is a speculation for a long pull, the preferred is a fair industrial investment.

K., Galesville, Wis.: Many leading stock exchange houses issue books of information without charge for the benefit of their customers. These give much of the information that you seek. Note their announcements in our columns.

Hiram, Boston, Mass.: Timber bonds are the latest things in industrial securities. When conservatively issued and when the business is well managed they are an attractive investment. From booklet "B" issued by Geo. H. Burr & Co., Bankers, 14 Wall Street, New York, you can learn of such bonds yielding 6 per cent. income.

(Continued on page 475.)

IF YOU OWN COPPERS

you need a copy of the
1913 edition of our

"Copper Share Statistics"

Essential Facts and Figures on Fifty Companies in concise form for ready reference.

Write for copy

Thompson, Towle & Co.

Members N. Y. & Boston Stock Exchanges

1601 Bankers Trust Building
New York

Safe 5½ and 6% INVESTMENTS

EVERY first mortgage bond, owned and offered by us, is a **direct first lien** on improved, income earning Chicago real estate of the highest class. In no case is the conservatively estimated value of the security less than double the total amount of the bond issue, while the annual income yield is much more than ample to insure prompt payment of principal and interest.

These bonds are legal investments for National Banks and for State Banks in Illinois and other states.

Write for the INVESTOR'S MAGAZINE and Circular No. 2465.

S.W. STRAUS & Co.
INCORPORATED
MORTGAGE AND BOND BANKERS
ESTABLISHED 1882
STRAUS BUILDING ONE WALL STREET
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5% M. C. Trust Certificates

THE Directors of 315 banks have approved of our security. Banks have invested over \$50,000,000 with us in the past 10 years.

You can enjoy the same security and income as the banks, as our certificates are issued in \$100 units to accommodate the private investor. Interest begins with the date issued—maturity at option—threefold security. For full details

Write for free booklet and monthly magazine "WORKING DOLLARS"

Manufacturers Commercial Co.

Capital \$1,000,000

299½ Broadway New York City

6% Per Annum with Participation in Excess Earnings Real Estate Title Bonds

Secured by highly improved property in retail business district of Seattle. Denominations of \$100 to \$1000.

Write for latest circular, No. 12A, describing this attractive offering

AMERICAN CITIES REALTY CORPORATION

312-16 LEARY BUILDING

SEATTLE

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7% Short Term Notes 8%

Secured by wide margin of Collateral. Makers rated in Dun and Bradstreet's Amounts \$1,000 to \$5,000. Highest references.

William A. Lamson, Formerly National Bank Examiner
60 Wall St., New York, Room 2704. Est'd 1904.

\$5,000 a Year from Ten Acres

With Six Months Vacation



Independence and a Competence for Life

Five Thousand Dollars a Year

net income from ten acres of matured apple and cherry orchard in the frostless and wormless Bitter Root Valley with a home and six months vacation annually in one of the most magnificently endowed natural environments on the Creator's footstool, with golf links, hunting, fishing and mountain climbing and with neighbors of culture, education and refinement—is the opportunity we offer you.

We believe you will investigate this opportunity because this appeal for investigation is directed to broad-minded and sensible readers, living in an age of scientific progress which has made the impossible of yesterday the reality of today. This is not an offer of something for nothing. It is an opportunity for you to make an immensely profitable compact based on mankind's partnership with Nature. We are now growing more than three thousand acres of fruit trees, one to three years old, for satisfied customers who would not consider selling their orchards at a large advance over their cost.

\$5,000 Yearly For Life From Ten Acres

A Bitter Root Valley apple orchard bears commercially in its fifth year. Ten acres, fully developed, should be capable of returning you during early maturity, strictly net, a profit of \$2,000 to \$5,000 yearly. Beginning with the 10th year from planting, judged by experience of others, 10 acres should net you an income of \$5,000 yearly and employ only half your time.

If you have a fair-sized income now and are willing to improve your condition, you do not need much capital to possess one of these big-paying orchards.

Our Proposition and Plan

briefly stated is this: We will sell you a CHOICE 10-ACRE ORCHARD HOME TRACT (spring of 1913 planting) best standard varieties apples and cherries—with the Company's definite written contract to care for and develop your orchard under expert horticultural supervision for five full growing seasons from date of planting, including all land taxes and irrigation charges. You may, if desired, assume personal charge of your orchard at any time and secure a refund.

The land should easily become worth conservatively stated, in fair comparison with other improved land, \$1,000 an acre. There is a clean profit to you of 100 per cent on a 5-year investment to count on at the outset. Only a \$300 cash payment required now to secure your orchard tract—balance in easy payments divided over a ten-year period. Your payments for the first few years are practically ALL the cash outlay you will have, as your orchard tract should meet all payments falling due while in commercial bearing period and yield you a handsome profit besides. Our reservation plan provides for inspection of the land by you, and your money back if dissatisfied.

INVESTIGATE TODAY

BITTER ROOT VALLEY IRRIGATION CO.,

Robert S. Lemon, General Sales Manager

846-851 First National Bank Building CHICAGO, U. S. A.

Jasper's Hints to Money-makers.

(Continued from page 474.)

R. O., Wilmington, Del.: There are short term notes paying higher than 6%. You can learn about such notes bearing 7 and 8% interest by writing to Wm. A. Lamson, formerly national bank examiner, 60 Wall Street, New York.

A. L. C., Chicago, Ill.: The Loose-Wiles Biscuit Company is said to be earning a little over 4 per cent, on its common stock and there is expectation that this stock will pay dividends within a couple of years. If business should continue good the stock would be a fair purchase for a long pull.

W. A., Toledo, Ohio: You are right in deciding to post yourself on stock market affairs before investing or speculating. "The Bache Review" issued by J. S. Bache & Co., Bankers, 42 Broadway, New York, is one of the best mediums of such information. It will be sent on application.

Trustee, Louisville, Ky.: It is wise to invest estate funds in securities which suffer little fluctuation and yet yield good returns. A bond of this character is recommended by A. B. Leach & Co., 149 Broadway, New York, and they will send you their circular No. 231 telling all about the bond if you will write for it.

Advance, Buffalo, N. Y.: Your resolve to invest your surplus funds in bonds and preferred stock is a very wise one. It only remains for you to be sure of the character of the securities you buy. An attractive preferred stock is described in Circular KL, which will be sent to you on request by Pomroy Bros., members of the N. Y. Stock Exchange, 30 Pine Street, New York.

John, Philadelphia, Pa.: The securities of leading motor manufacturing companies should, if the companies are well managed, be as attractive as the stocks and bonds of other industrial corporations. Slattery & Co., 40 Exchange Place, New York, will send a circular and information about two such companies, if you will write them.

Henry, Newark, N. J.: With your present capital, moderate though it be, you can make a start in the ownership of good securities. John Muir & Co., members of the New York Stock Exchange, 74 Broadway, N. Y., are specialists in odd lots and their booklet 4, "Partial Payment Plan,"

will be sent to you without charge on request.

H., New York City: 1. U. S. Rubber first preferred, paying 8 per cent, is generally regarded as a good business man's investment. It precedes the second preferred and the common, both of which pay dividends. It would probably sell higher if general business conditions should improve. The new tariff bill will not directly affect the company's business. 2. Woolworth preferred is regarded as a fair investment.

Bondholder, Kansas City, Mo.: While similar in general to all such bonds, the real estate title bonds issued by the American Cities Realty Corporation, 312-16 Leary Bldg., Seattle, Wash., differ a little in that the purchaser may participate in excess earnings. These bonds are secured by improved property in the business district of Seattle and are in denominations of \$100 to \$1000. The company's latest circular No. 12A, will be sent free on request.

Investor, Milwaukee, Wis.: The first mortgage bonds which you inquire about, based on Chicago real estate, are dealt in by S. W. Straus & Company, mortgage and bond bankers, Straus Bldg., Chicago, and 1 Wall Street, New York. It is claimed that these bonds are based on property worth at least twice the amount of the issue. The securities pay 5½ per cent. to 6 per cent. Write to the company for the Investors Magazine and circular No. 2465.

Merchant, Portland, Me.: Many financiers think that the day for stocks and bonds paying low dividends has passed. They maintain that higher rates of return will be demanded hereafter by the investing public. Bonds paying from 4½ to 6 per cent. of a high standard may now be obtained. You can learn about a variety of such bonds by writing to Spencer Trask & Co., 43 Exchange Place, New York, for bond circular 566, "Safety & Income."

Horatio, Providence, R. I.: A security which has been approved by the directors of many banks is worth consideration. The 5 per cent. M. C. Trust certificates issued by the Manufacturers Commercial Co., 299½ Broadway, New York, are of this description. The certificates are issued in \$100 units. On application to the company you will receive a free booklet and monthly magazine "Working Dollars," which will enlighten you on the subject.

J. P., Nashville, Tenn.: Space does not permit me to answer so many questions concerning the copper stocks. You should consult a good reference book on the subject. Practically all that you wish to be informed about can be found in the 1913 edition of "Copper Share Statistics," which contains facts and figures on fifty companies. Write for it to Thompson, Towle & Co., members of the N. Y. Stock Exchange, 601 Bankers' Trust Bldg., New York.

I., San Antonio: 1. I know of no such publication. 2. Texas and Pacific is devoting a large part of its income to the much needed improvement of the property. The stock has merit. 3. Western Pacific's first 5's and D. & R. G. Ref. 5's would both be very attractive in view of the possibilities of these properties, if the public attitude toward the railroads was more favorable. 4. The M. K. & T. first ref. 4's are a good speculative proposition. 5. Write to Beyer & Co., 52 William St., New York, for a list of \$100 Bonds, yielding over 5 per cent.

D., Bowling Green, Ky.: 1. I have no information concerning Tennessee Railway Light & Power Company. You might write to some banker in Nashville about it. 2. Missouri Pacific, in spite of losses from recent floods, is reported to have made a fine showing of earnings during the past eight months, and its prospects are said to be excellent. 3. It is impossible to foretell whether N. Y. Central and Louisville & Nashville will sell at lower figures.

NEW YORK, April 24, 1913.

JASPER.

Life-insurance Suggestions.

THE recent terrible tornadoes and floods in the Middle West, which wrought widespread havoc and death, emphasized anew the exceeding value of life insurance. In many instances the homes and the household possessions of once well-to-do families were destroyed, while not a few of the providers of subsistence perished. Numerous groups of women and children were left penniless and had to look to charity, not only for immediate relief, but also for prolonged aid. Where departed heads of families had carried policies on their lives the embarrassment of the bereaved dependents was less and far briefer than where no such provision for the latter's benefit had been made. The prompt payment of death claims by the companies at least tided the needy over a hard spot and sometimes it enabled them to make a new start. The unexpectedness of these disasters was one of their salient features. Sickness and accident, too, are everywhere befalling men without warning and cannot always be evaded. So let every man arrange with some sound life insurance company to provide his widow and offspring with a helpful legacy should he be snatched away.

M., Rochester, Ind.: The New York Insurance Department has just issued a report on the Postal Life. I suggest that you write to the Company for a copy of it.

B., Romeo, Mich.: The Aetna Life has an excellent record and if its premiums are higher than those of the foreign company, its benefits are probably greater. Its settlements ought to be more promptly made because it is an American Company.

Low Cost Insurance, Buffalo, N. Y.: An inexpensive policy which provides an income for twenty years or for life, at a very reasonable expense, appeals to clergymen, lawyers and physicians who wish to secure a competency for their later years, but it is also especially desirable for clerks. Write to the Prudential Insurance Co., Department 105, Newark, N. J., stating your age and asking for particulars of their new monthly income policy.

Safeguard, Saratoga, N. Y.: The cost of accident insurance is much less than that of life insurance. This is why the former has become so popular. For \$25, one can secure \$20,000 accident insurance for a year. This policy covers accidents of all kinds. The fact that it is offered by such an old and well established company as the Travelers, accounts in part for its great popularity. Give your name, address and occupation and date of birth, and write to the Travelers Insurance Co., Hartford, Conn., for particulars of their 20-25 Accident Policy. You can mention the Hermit.

Hermit

Business Management for Cities.

IT seems incredible that anything more than a suggestion should be necessary for the proposition that a municipality should buy its supplies as economically as a business house. The purchase and distribution of municipal supplies has been too long honey-combed with either graft or inefficiency. Various departments have acted independently of one another, there has been no system applying to all parts of the city's business, and graft has found an easy entrance. Even when graft has not been present, archaic methods, lack of system and the purchasing of big quantities at practically retail prices, have cost the taxpayers thousands of dollars.

New York City, for the past three years, through a commission on standardization, has been studying the business methods of the city. As the result of this research, Comptroller William A. Prendergast has submitted to the Board of Estimate and Apportionment a comprehensive report, which, if adopted, will revolutionize the purchase and distribution of city supplies, putting the whole matter upon a sound economic basis and eliminating the possibility of graft. The plan, which is a modification of the system used by the Canadian Pacific Railway in handling \$80,000,000 worth of supplies annually, provides for the central purchase and distribution of supplies.

Briefly the plan calls for the creation of a department of purchase which shall be a board consisting of the Mayor, the Comptroller and the President of the Board of Aldermen. This board shall appoint two officials with co-equal authority to hold office during good behavior and be removable only upon proven charges. The first of these is a general purchasing agent who shall purchase all supplies for the various departments and prepare all vouchers for the payment of the same. The other is a general city storekeeper in whom will be vested control over the receipt and distribution of all supplies. Both of these officials shall report to the board of purchase.

A check to the possible abuse of the power of the purchasing agent is provided by giving the heads of the eighteen largest purchasing departments supervision over all his acts. These eighteen department heads will be moved to the office of the general purchasing agent, where each will exercise supervisory control over all supply requisitions issuing from his department. In addition to this checking system, it is proposed to pay the two principal agents salaries sufficiently high to attract the best men available, while the term of their office is to be during good behavior and until any charges against them are fully proven.

A perpetual inventory will be required for every city storehouse, thus insuring proper control over stock received, issued and on hand. As a check upon possible errors, once a month the entire stock will be counted, checked with the cards and entered on the stock book. The admirable report submitted by Comptroller Prendergast is fully descriptive of every feature of the proposed plan, and is accompanied with specimen forms for every method of purchase and distribution. The report has the advantage of being founded upon a system already in successful use by a great railroad, using practically the same wide range of articles required by the city of New York, and four times the amount. It is thus not wholly in the nature of an experiment, but the adaptation of the successful practice of a great railway system to the needs of a city. The adoption of the plan will save the taxpayers many hundreds of thousands of dollars annually, and will pave the way for similar reform in all other cities.



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Look for this name and trade-mark—And you need look no further.

OVER half a century of knowing how is back of every Berry Brothers' product.

Our business is to-day the largest of its kind in the world simply because we have maintained through all these years, the highest possible standards of manufacture.

No matter how small the job is—if you want it to look well and last well, specify Berry Brothers' Varnish—and see that you get it

BERRY BROTHERS' VARNISHES

Good dealers everywhere carry a full line of Berry Brothers' varnishes, shellacs and baking japans. And we shall be glad to send you, free, an interesting booklet covering your varnishing problem. Just write and tell us what you want to finish.

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Write for children's book, illustrated in color by W. W. Denslow, "Around the World in a Berry Wagon"—sent free.



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Meister

Piano

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30 Days' Free Trial
We Pay the Freight

You are not asked to deposit or pay or advance a cent in any way until you write us and say that the MEISTER is entirely satisfactory and you wish to keep it. Then these are the terms of sale:

\$1 a Week or
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No cash payment down. No interest on payments. No extra of any kind. Piano stool and scarf free. Sold direct from the maker to you at a guaranteed saving of \$100. No dealer's profit for you to pay. Send now for our beautiful Free Catalog which shows eight styles of Meister pianos. We sell more pianos direct to the home than any other concern in the world.

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Amazing Bargains Diamonds

As much and more than
1/2 SAVED
On Diamonds and Watches

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Our free bargain book explains—gives unsolicited expressions of many shrewd and careful buyers—illustrates and describes hundreds of amazing bargains. It tells how, as "Headquarters for Loans" for over 10 years, a vast quantity of high grade diamond jewelry and watches is unclaimed for. The necessity for promptly disposing of unclaimed pledges—goods on which we have loaned but a fraction of their real value, is a REAL REASON for our astonishing savings. Send for your free copy. Everything shipped privilege of examination.

No. 341,159. A 1/2-3/32 kt. blue-white exquisite solitaire diamond of perfect cutting, shape and brilliancy. Will remount in regulation (lady's) ring. Guaranteed loan \$60. Try to match it at \$50. Our unredeemed price \$75.

No. 265,457. 1/2-1/16 kt. the guaranteed weight of a line-white solitaire diamond in gentleman's ring. Try to match it at \$50. Our unredeemed price \$75.

We give with every purchase:

A Legal Binding Money Back Guarantee backed by our \$750,000 capital. Over 60 years at one location is proof of our absolute reliability.

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Jos. DeRoy & Sons

Smithfield St., 1406 DeRoy Bldg., Pittsburgh, Pa.
References: Farmers Deposit National Bank, Marine National Bank, Dun's, Bradstreet's

10 DAYS FREE TRIAL

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LOW FACTORY PRICES We sell the highest grade bicycles direct from factory to rider at lower prices than any other house. We ship you the highest grade models with Puncture-Proof tires, imported Roller chains, pedals, etc., at prices no higher than cheap mail order bicycles; also reliable medium grade models at unheard of low prices.

RIDER AGENTS WANTED in each town and district to ride and exhibit a sample 1913 "Ranger" Bicycle furnished by us. You will be astonished at the low prices and the liberal propositions and special offer we give on the first 1913 sample going to your town. Write at once for our special offer. **DO NOT BUY** a bicycle or a pair of tires from anyone at our price until you receive our catalogue and learn our low prices and liberal terms. Bicycle Dealers, you can sell our bicycle under your own name plate at double our prices. Orders filled the day received. **Second-Hand Bicycles**—A limited number taken in trade by our Chicago retail store will be closed out at once at \$3 to \$5 each. Descriptive bargain list mailed free. **TIRES, COASTER-BRAKE** rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at half usual prices. **DO NOT WAIT** but write today for our Large Catalogue beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. Write it now. **MEAD CYCLE CO., Dept. S-174 CHICAGO, ILL.**

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Younger Admirals for Our Navy.

(Continued from page 464.)

For some reason Congress has always had a strong prejudice against giving high rank to officers in the navy. When the Spanish War broke out our entire system of promotion was ignored. Officers to command the fleet were selected even from the captains' list, the senior officers being ignored, and Congress has persistently refused to provide for the situation which confronts us. The work of our naval officers is performed away from the centres where information reaches the public, and it may be due to this lack of information that prejudice has grown up. Secretary Meyer's mobilizations of the fleet, and the naval reviews held in New York have done a great deal to remove this, and a continuation of Mr. Meyer's policy will do more than anything else to familiarize the people with the navy, its duties and what it needs to make it thoroughly efficient.

The following condensed table will interest your readers. It shows the bias of Congress, and the inefficient way in which our navy is organized when compared with our possible opponents. I omit the figures in regard to the British navy because Great Britain, like ourselves, is not a military nation. In event of war with Great Britain her fleet could undoubtedly command the sea, but she would not be prepared to land troops upon our shores, and therefore there is no necessity of trying to build against her. With the military nations, however, once they obtained control of the sea all the horrors of war would be forced upon us. Note that each nation provides for nearly three times as many flag officers as our navy, and for a great excess in the various grades of officers, though we average nearly as many men to be commanded as they do:

	Flag Officers	Captains	Line Officers	Com. Officers	Inc. Officers	Warrant Officers	Enlisted Men
Germany	1,124	257	40	335	2683	2621	55,340
France	806	729	45	340	2052	2387	54,734
Japan	613	724	70	292	2655	1520	42,043
U. S.	898	345	18	214	1477	638	46,773

Congress has persisted in this unwise course for many years, in spite of representations made by many successive Secretaries of the Navy and by naval experts from all sides. It is the hope of the Navy League that by appealing direct to the public such a state of mind may be created as will induce Congress to take promptly the action necessary to remedy this condition.

The cost of our navy to-day is about equal to what we pay for tires for our automobiles. If we are willing to pay for the navy as much as we are paying for chauffeurs we could promptly build enough ships to make us superior on the sea to any nation (Great Britain excepted), and to so officer and man our fleet as to insure that the blessings of peace will remain with us and the horrors of war never touch our shores.

Wanted a Military Policy.

(Continued from page 466.)

which was a drawn engagement and the other was Jackson's battle at New Orleans after the signing of a treaty of peace in which the contention for which we declared war was never acknowledged.

Had the Army of the United States been efficient, had it not been for the lack of a military policy which was a national disgrace, the War of 1812 would in all probability have been productive of far different results. Canada, or at least that part of it west of Lake Ontario, would have become the territory of the United States; we would have had no Canadian dispute; no "fifty-four-forty or fight," and final abandonment of that policy; no Alaskan boundary contest; and all that vast domain, "the last West," now being peopled with American citizens, draining this country of its best brain and brawn, would be the northwest frontier of the United States. And we would have viewed with gladness the development of this mighty empire, destined under those conditions to be states of the American Union. All this we lost because the lessons of the Revolution did not last until the War of 1812 and our country was without men trained as soldiers and without officers who knew how to handle troops in battle.

Of the Mexican War little need be said, because the character of the troops engaged so far surpassed that of Mexico's troops as to win battle after battle. But it may be mentioned that this war against our inferior foe lasted two years because we had no trained troops ready for prompt defense.

The Civil War period is near enough to afford men yet living vivid recollections of the costly experiments of plunging raw and untrained men into bloody battles. The sacrifice of lives and the millions of treasure expended owing to the series of disasters during the first two years, until officers and men became experienced and trained, should afford a sufficient lesson as to the folly of

fighting under such conditions and the necessity of making some preparation to meet war possibilities.

Thirty-odd years after came the Spanish War with the same conditions to face. It was fortunate for this country that in our last war we had a decrepit and bankrupt nation to overcome, but even under such conditions the war was very expensive, and there was much mismanagement due to lack of preparation. The glaring mistakes of that brief period cast a shadow over the success achieved. No one ever believed that we were going to have another war right up to the time the *Maine* was destroyed in Havana harbor. But from the early eighties preparations had been going forward in the way of constructing a navy and fortifying the seacoasts. The fortifications were not used during the Spanish War, but they made up for their cost in the security they at that time afforded to our people. The navy accomplished all that was expected of it. The army, as usual, was without preparation. The regiments were not more than half filled; there were no officers who had handled more than a regiment to place in command of fighting forces; the militia was not trained; and the calamities that befell the troops in camps and the disorganization in many quarters were due to that lack of preparation which has been so costly in all our wars.

It is true that all the lessons of the war with Spain have not been disregarded. Out of it has grown a General Staff with a War College, where officers are given the theoretical instruction necessary to handle troops. Preparations for war are formulated on paper and plans for supplies and for the movement of troops are worked out. These advantages have been shown twice in the movement of troops to the Mexican border. But the officers get little practical experience in handling troops. Such experience they may gain to a limited extent under the new orders of the War Department, but until these orders are made law by Congress to institute a Military Policy, the training of the troops and experience of the officers will be far from what they ought to be to make an efficient mobilized army.

Army improvement is too often confounded with army increase. An advocate of an effective military system is frequently set down as one desiring a large standing army. He is often charged with seeking to introduce European methods in this country. But army officers without exception disclaim any such intention. It is true that no one can see how Hawaii and the Canal Zone can be garrisoned with a dozen or more regiments of infantry and two or more regiments of field artillery without an increase in the regular force over its present strength, but it is a recognized fact that the increase cannot be very large.

The real need of the army as now organized is a system which will give the troops training in tactical units, in complete regiments, brigades and more particularly as a division, which is the recognized unit of a fighting force. The army is too much scattered. It needs concentration. This can be accomplished without additional expense. In fact it has been shown that real economy and efficiency will go hand in hand by adopting a policy of concentration and organization.

Next in importance is a reserve force, soldiers who serve with the colors one or more years and return to civil life under call in case it is necessary to recruit regiments to their full strength or organize volunteer regiments. Many officers, after experience with the recruits and raw men at San Antonio, where a division of the army was mobilized, said that they would rather go into action with 65 men to a company than with 150 men when more than half of them were new and untrained. Even when serving with experienced troops the new levies are inefficient. A very efficient reserve, large enough for practical purposes, can be maintained at a comparatively small cost.

Peace advocates have confused the desire for an efficient army with the idea that such an army means war, when the reverse is true. Just as our fortified seacoasts and our efficient navy discourage war, so would an efficient mobile army tend in the same direction. Even the most strenuous peace advocate cannot but see that the fact that this country is in a measure prepared to defend itself is an insurance of peace. But more than that our people do not want the country to be placed in any position where it will be humiliated, where it will have to lower the high standard of national integrity it has always maintained. This is not a "peace-at-any-price" nation. Our army, if efficient, our protected seacoasts and our navy guarantee that our interests shall be maintained and our citizens and their property made safe in every part of the world.

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But lo! when the sword of the foe is un-
sheathed

Our fair federation to sever,
Then it's oh! for the men in the khaki and
blue,
The army and navy forever.

What heart does not flutter with pleasure
and pride
When the soldiers parade in their glory,
With colors that write on the sky as they
wave

America's conquering story!
Or thrill at the sight of the battleships gray,
Grim cheeks to the tyrant's endeavor.
Hurrah for the heroes of land and of sea,
The army and navy forever.

They circle our homes with a bulwark of steel,
They are guarding us, waking and sleeping,
They are ready to die for the flag that we
love,

Its honor is safe in their keeping.
So give us a cheer for the fort and the fleet,
May the children of Liberty never
Forget to remember each night in their
prayers
The army and navy forever!

MINNA IRVING.

Our Navy's Winter Base.

(Continued from page 466.)

Nor are the officers neglected amidst all this consideration for the enlisted personnel. In the lee of a modest structure on Deer Point that serves as a club, several tennis courts have been marked off. Late in the afternoon, a few well-contested sets concluded by a plunge from the spring board into an estuary of the bay that flows at the very doors of the club make one realize the joy of living. At the marine camp, at times several sure-footed ponies are to be had; and it is hard to realize anything more invigorating than a canter over the wide, sandy plain in the cool of the evening, with the sea breeze slowly dying and the wonderful sunset changing the western hills from a bright crimson to a deep purple, and finally to a dull gray-blue.

The winter aviation-camp deserves an article to itself. An innovation of this season, it claims the services of seven earnest, keen-faced young officers. Morning and evening several hydroplanes circle about the fleet at a good elevation, skim along the surface of the bay and rise again. No fancy tricks or gallery plays are in order, but despite the proper censorship of information to the world in general, it may be imagined that great strides are being made in earning the art of legitimate flying and the value of the aeroplane in war.

All in all, it is doubtful if a more suitable winter base than Guantanamo could have been found. For here is every incentive to lead a sane, normal, active, healthful, outdoor life, both at work and at play. And is it any wonder that the young fellow who has spent a year in the Navy grows to look forward with a great deal of anticipation to the winter training in Guantanamo? Even amidst the temptations and alluring dissipation of the metropolis, he often yearns for the peace of Guantanamo with its opportunities for complete rehabilitation in body and in mind.

Wisconsin Food Law Declared Void.

WITHOUT just cause, manufacturers have been hampered in their business by lack of uniformity in pure food legislation and absence of harmony between

State and Federal statutes. Formulas and labels have had to be changed to suit the whims of food commissioners and legislators of the various States, with no gain in purity of products or in protection to the public. In this sort of legislation, Wisconsin has been foremost. A law was passed in that State in 1907, making dealers subject to fine and imprisonment for having on sale goods not branded in accordance with certain specific requirements. These requirements differed from the Federal food and drug act and from the laws of other States. In a decision characterized as "one of the most important ever handed down by the supreme court affecting State regulation of the manufacture and sale of food products," the Wisconsin law has been declared void.

This law was the particular pet of former Chief Chemist Wiley. Dr. Wiley, it will be recalled, bitterly resented being overruled by the Secretary of Agriculture, by the Cabinet Committee and finally by President Roosevelt in his contention that corn syrup should not be allowed to be sold under that accurately descriptive name, but under the non-descriptive title of glucose, a name against which there was popular prejudice. Defeated in his purpose to impress his views on the Federal Government, and although as a public official bound to support the Federal decision, Dr. Wiley at once turned his attention to the State legislatures. In his testimony before the Moss Congressional Committee, Dr. Wiley declared that it was his brief which was influential in securing the passage of the law by the Wisconsin legislature, prohibiting the sale of corn syrup under that name in the State. As to the ethical aspect of this activity on the part of the Chief Chemist of the Federal Department of Agriculture, no comment is necessary.

At the time the decision was pending in the Supreme Court of the United States, the legislature of Wisconsin was considering a petition from the wholesale grocers of the State, asking that the law be changed. Their contention was that there existed a demand for Karo Corn Syrup, and since they were deprived of the privilege of selling it, the trade was going to out-of-state mail-order houses, thus putting home dealers at a disadvantage in competition with merchants of other States. The Supreme Court holds, in the opinion read by Justice Day, that the Wisconsin law was in conflict with the Federal power to regulate interstate commerce, the Federal act being held to apply not alone to the labels on the boxes in which cans are shipped, but as well to the labels on cans or containers intended for the consumers. Thus is undone, after the lapse of seven years, a piece of bad legislation for which Dr. Wiley took the credit.

Books Worth While.

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THE TWO SAMURAI, by Byron E. Veatch (F. G. Browne & Co., Chicago, \$7.50 net). A beautiful, touching story full of intense pathos, devotion, tenderness and the strength of the finest fighting aristocracy of the world—the Japanese Samurai.

THE TURN OF THE SWORD, by C. MacLean Savage (F. G. Browne & Co., Chicago, \$1.25 net). A romance woven through a feudal war in Japan.

THE BURNING QUESTION, by Grace Denio Litchfield (G. P. Putnam's Sons, New York, \$1.25). The absorbing story of the solution of a matrimonial tangle that ennobled many of the characters involved in it.

ESSENTIAL ELEMENTS OF BUSINESS CHARACTERS, by Herbert G. Stockwell (Fleming H. Revell Company, New York, 60c net). An analysis of business character by one who knows employer and employee by long experience in commercial activities.

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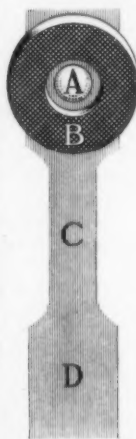
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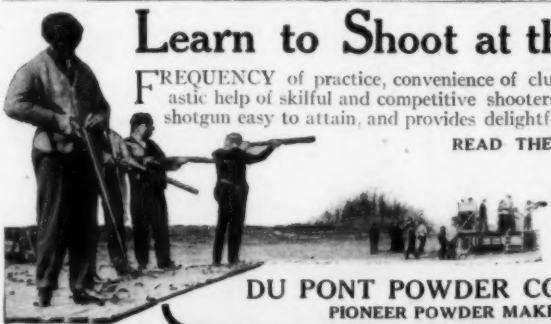
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Banking Changes Help the Investor

By CHARLES P. BOND, with Turner, Tucker & Company



CHARLES P. BOND

ONE of the important developments of recent years incident to the varying changes in modern finance has been the quiet upbuilding of what may properly be called a constructive or educational system of banking. It has been a natural product of this new age of progress—an evolution from a narrow rut of inaction into a broad and well-defined channel of action.

The functions of the banker of today are radically different from those of only a score of years ago. His responsibilities have likewise been increased in a commensurate degree. His relationship to his clientele, though perhaps more widely extended, is not merely that of a fiscal agent, but possesses an element of personality that stands for confidence and credit of the highest degree. He is more than an adviser. He not only understands the investment fundamentals and their correct application, but also he knows thoroughly the character of the securities that he offers to investors.

With the rapidly enlarging industrial activities, the extension of manufacturing enterprises and the wonderful growth of public service facilities, there has come an outpouring of new securities of very large volume and, in many cases, of a different character from those heretofore issued. The conservative investing public was at first slow to appreciate the merits of these securities. Only by a process of rigid examination and the provision of strong safeguards, were they finally brought into popular favor. The development of the corporate publicity idea has likewise helped greatly in the bringing about of the new conditions. Repeated investment disappointments were in part responsible for a demand for increased information regarding corporation affairs, which has, on the whole, met with a reasonable response. The secretive policy which prevailed for years and which was, in several notable cases, carried to an extreme, has gone for good. It originated from an unwarranted, and oftentimes arrogant assumption of authority by corporate managers and a misconception of their obligations to their security holders and to the general public.

The banker no longer merely occupies the position of agent—to act for the corporation in marketing its securities. He rather holds the attitude of an intermediary, with a three-fold relationship—himself, his clients and the corporation. It is a matter of self-interest and self-protection that he accept only those securities for distribution that can measure up to high standards of merit.

The time was when the distinctive investment class was commonly supposed to include only those of large resources—trustees and people of wealth. To them alone did the banking house offer its securities. So, too, it was assumed that a relatively low rate return was synonymous with security. High grade issues were generally expected to be placed only among those who were in a position to purchase them in large blocks. The average successful business man possessing a reasonable competence and the great mass of people who, by long continued industry, had accumulated moderate amounts of surplus funds, were given little consideration and very few opportunities for a profitable employment of their money.

In recent years, however, and as a result of the increased understanding of investment conditions, this state of affairs has undergone a radical change for the better. Speculative excesses have brought their penalties and hence they fail to allure as in the past. At the same time, they have indelibly impressed lessons of discernment and sound judgment in the matter of investment selections which are proving of inestimable value. And nowhere has the new constructive banking system shown to better advantage than in this expansion of the investment field. The opportunities for a safe investment of funds under the right supervision, so as to secure a regular return of from 5 per cent. to 7 per cent. have, because of a widespread educational campaign, been enlarged in a wonderful manner.

The growth of confidence in these modern securities has been steady and today the highest class of investments are as available to people of small means as to the more favored investors. The high-cost-of-living problem has proven to be an evil not wholly unmixed with good. Many people

who only a few years ago were accepting a meagre interest return on their unemployed funds are now, by reason of their better understanding of the elements of sound investment, getting an enlarged and very satisfactory income and are, at the same time, well content in the knowledge that their interests are being constantly safeguarded by those who, by long training and experience, are well fitted for the work.

A War Department With a Big Job.

(Continued from page 462.)

importance and intricacy. All those who have ever been brought into contact with the magnificent corps of engineers trained in the army and put at the service of the people by the Acts of Congress, testify to their fidelity to duty, to their energy, to their equipment in every case and their great talent and genius in many cases.

Since it is a fact that countries outside of our own which at any time come under our jurisdiction are usually first in the possession of the army, it follows naturally that the continued administration of such should be through the War Department, and so it has always been. There goes through this Department daily an inconceivable number of questions of civil government affecting the vast country administered under the Philippine Government, and many such questions arising under the Porto Rican Government. Similarly many intricate questions come up for final determination here which arise under the Isthmian Canal Commission, where Colonel Goethals in supreme command is earning undying fame and is about finishing one of the most marvelous material feats that civilization has witnessed. Each of the governments above mentioned is largely autonomous, and a greater and greater measure of home rule is being constantly extended thereto. But, naturally, their relationships to this country and our relationships to them and the character of their governments, are such that ultimately many of the most important questions must receive consideration here; and thus it is that almost every form of human activity that is related to government is presented day by day to, and passed upon, by the War Department.

In addition to all of the regular functions of the Department, it has been called upon in every national calamity, and, I am proud to say, has always fully justified the highest hopes if its adherents. Whether it is the earthquake at San Francisco, or the floods in Ohio, or those last Spring in the lower Mississippi, the Army has risen to the call of the emergency and has bravely and efficiently gone in and taken charge and rendered aid and brought order out of chaos. In the spring of 1912, at the time of the great floods in the lower Mississippi, for a considerable period of time the Army was furnishing daily rations to 185,000 people, furnished shelter to over 20,000 people, and took care of 50,000 head of live stock, providing the forage. Those who were associated with its work in the Middle West this year, and in San Francisco at the time of the earthquake, testify in the highest terms to its work.

Were I even to attempt to enumerate the innumerable questions that arise under each of the various heads of work committed to this Department, I should more than fill this entire journal. And yet it is expected that each of these shall receive full consideration, careful deliberation and wise decision; and to the extent that time serves, it will be our purpose to fulfill these expectations. There has lately been organized an Army League, similar to the one which has been in existence for some time in respect to the Navy. I look forward to great things from this organization, and intend to give it all the aid in my power for the accomplishment of its just purposes. I have full confidence that when the people of the United States understand that the War Department is not composed of militarists—men desirous of imposing upon this country an enormous armed force for the mere purpose of having such—but is composed of calm, reasonable men looking at the future in a wise, judicious way and only asking what is wise and what is proper, they will enthusiastically rally to our support and see that no halt is made until all is accomplished that should be accomplished. It has been proposed that all the branches of the Government interested and responsible should be grouped

together into a Council of National Defense, so that there may be co-ordination and efficient co-operation in this respect. It has been suggested that such a council be composed of the President, the Secretaries of War, of State, and of the Navy, the chairmen of the different committees of Congress interested in these subjects, the Chief of Staff of the Army, the officer holding the similar position in the Navy, and the Presidents of the Army War College and the Navy War College. It seems to me that this would be a wise thing to do.

It is unbelievable that our people, when they come to realize what the war establishment is, should not become vastly interested therein, desirous of all information obtainable about it, and seek to aid it in the accomplishment of its purposes by every agency at their command. Incidentally and in the course of our ordinary administration, we are constantly dealing with subjects in which the whole people, outside even of our functions, are interested—such matters as sanitation, the breeding of horses for use in the army (which, incidentally, if successful, will produce a breed useful throughout all industries using horses), medical questions of vast import, of which the successful demonstration of the use of typhoid inoculation is an example; as are also the gradual elimination or control of tropical anemia and of yellow fever; experiments of communication such as the wireless telegraph and eventually telephone, and other methods of signaling over large areas of space.

In Alaska the army officers composing the Road Commission have been constructing hundreds of miles of wagon roads, winter sled roads and trains. This latter work, as can be readily imagined, was done under conditions of the greatest hardship, both as to exploration and as to construction and maintenance.

Experiments in aviation are being made, and recently a record was established for a flight with a passenger.

Enough has been said to incite any one whose interest is directed to the subject, to search further, and I shall welcome all such searchers. I dwell so insistently upon the necessity of public support, because since I have come here I have felt the great wrong that is done the earnest, honest men who for years have with great self-sacrifice been laboring in this field without the response of their fellow citizens which they so highly deserve. If, during the time that I am here, I am not able to accomplish any other thing than to make the people of the United States recognize what a magnificent agency they have in the war establishment, I shall have accomplished a very great work. If, in addition thereto, I can succeed in working with the others charged with responsibility in this connection, so as to obtain for the War Department the aid it needs to perfect and supplement its present equipment, I will feel that I have justified those who put this responsibility upon me.

Women to End the Social Evil.

Rev. Dr. Walter T. Sumner of Chicago.

COMMERCIALIZED vice in Chicago has reached vast proportions, with tremendous profits of more than \$16,000,000 a year, controlled by men, not by women. Separate the male exploiter from the problem and we minimize its extent and abate its flagrant outward expression. I believe that when women obtain the franchise, as I hope they will, they are going to stand up and fight successfully, the present situation, which allows men to exploit their sex.

The Right Sort of Husband.

Dr. Adeline G. Soule, of Kansas City, Mo.

THE model husband has no time to run around to clubs at night. The right sort of man is as interested in the domestic question as the woman. He will do his share of the work and all of it if he has to, and he will be cheerful about it. He will plan conveniences for his wife in the home and take care of the baby. He will make the burden of housekeeping a divided one. Only, a wife should know how to cook, and cook well. Therein lies the balance of the power.

Recent Deaths of Noted Persons.

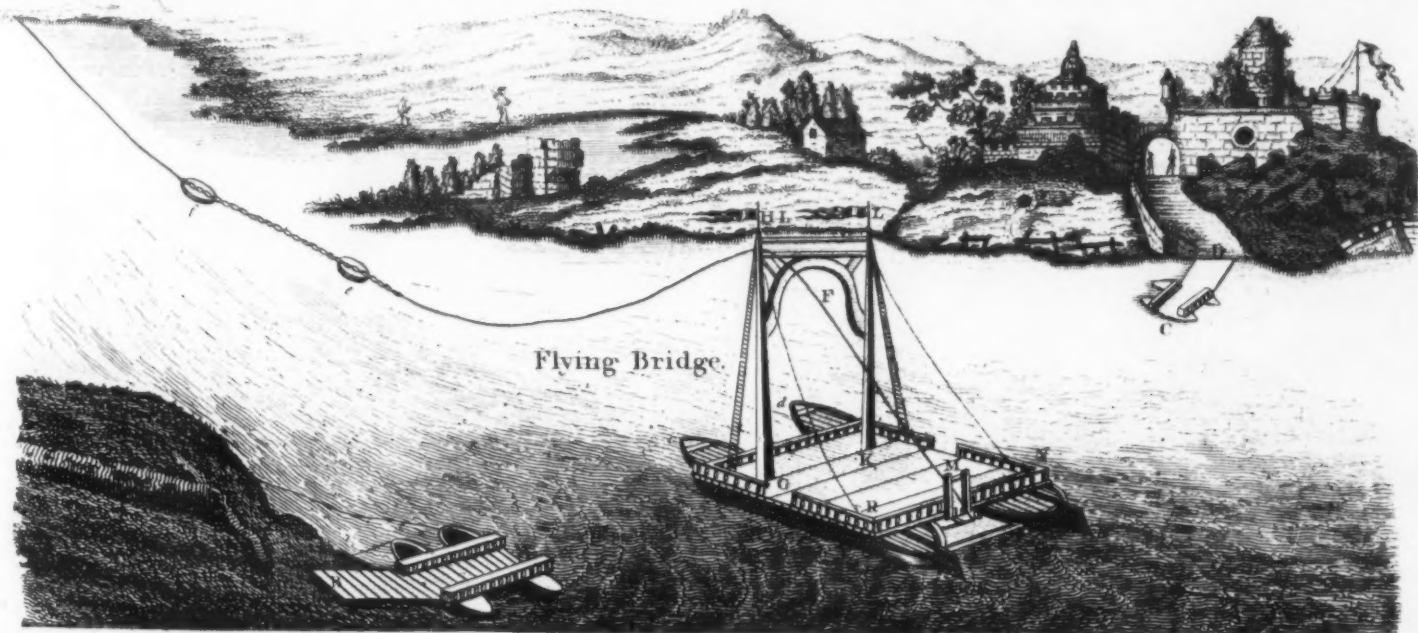
PROF. LESTER F. WARD, of the faculty of Brown University, Providence, R. I., one of the foremost of America's social philosophers, a geologist of note and author of many scientific works, died at Washington, D. C., April 19, aged 81. He was formerly president of the American Sociological Society and of the Institute International de Sociologie.

GUSTAVE WILHELM WOLFF, founder of the famous shipbuilding firm, Harland & Wolff, Belfast, Ireland, died in London, April 17, aged 79. The "Titanic" was one of the many large vessels constructed by this firm.

BISHOP WM. B. DERRICK, of the African Methodist Episcopal Church, died in Flushing, L. I., April 15, aged 70. He served in the United States Navy during the Civil War, was a campaigner during some of the presidential campaigns, and attended several international church congresses.

The World One Hundred Years Ago

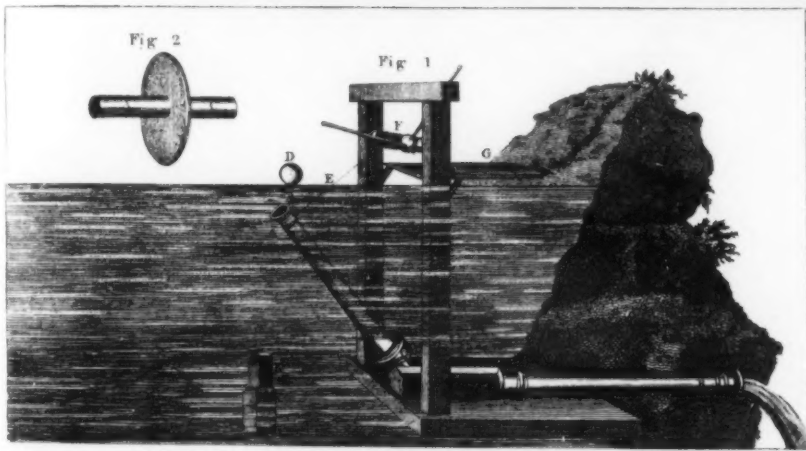
Drawings from an Encyclopedia Then in Use, Which Tell the Story of the Century's Marvellous Progress. The Machinery and Appliances Here Shown Represent High-water Mark of that Day.



Flying Bridge.

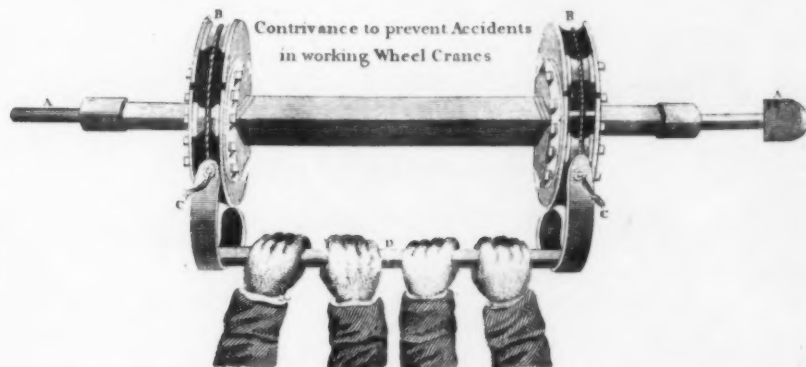
A PONTOON OR "FLYING" BRIDGE OF EARLY DATE.

The flooring of the bridge is supported on two boats; the cable passing upstream is securely fastened at a point which will allow the boat to swing from one side of the river to the other like a pendulum, being guided by the action of the rudder. It was designed for the transport of troops.

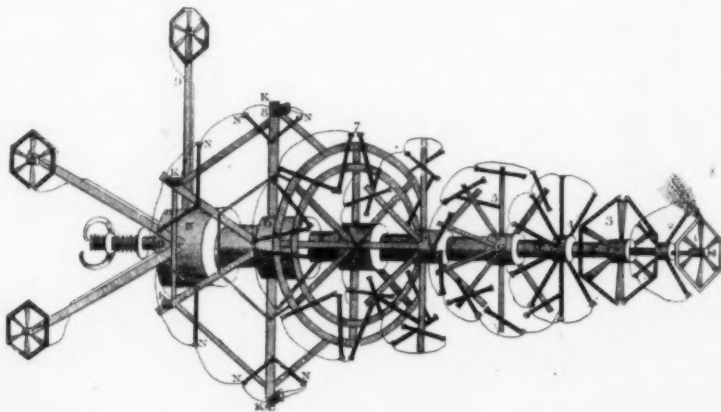
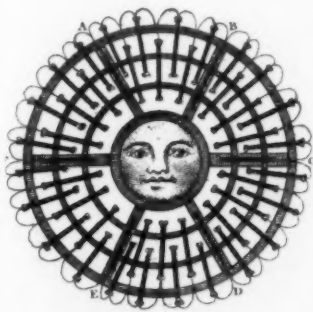


DRAINING PONDS WITHOUT DISTURBING THE MUD.

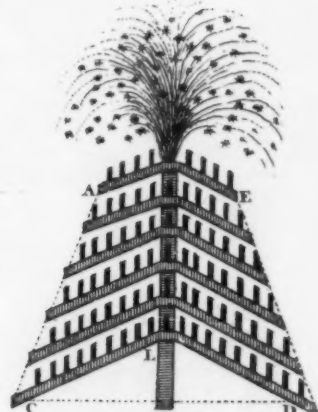
A device for supplying a constant stream of uniform velocity, to be drawn from the surface of the pond. The ball (D) floating on the surface is connected by a chain to the pipe (A) and prevents it from sinking too far below the surface; the upper part of this pipe is loaded with lead to keep it always submerged.



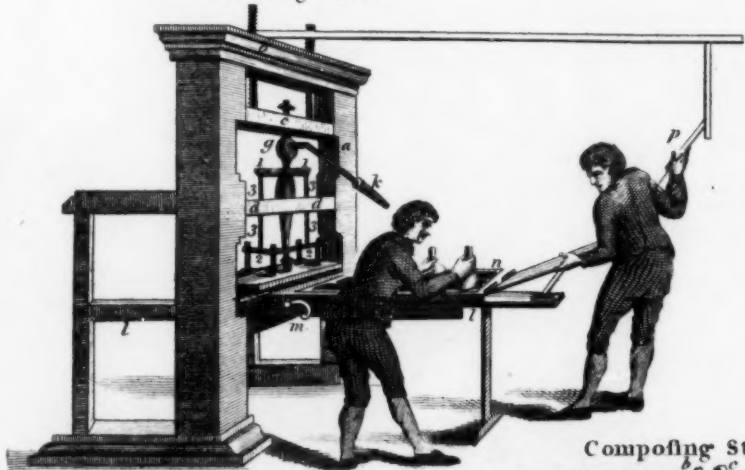
"Safety First" is not a new slogan.



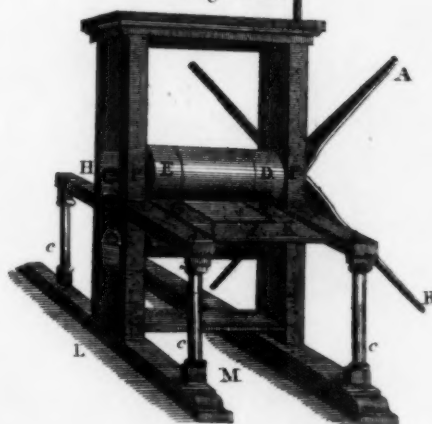
SPECIMENS OF 18TH CENTURY FIREWORKS FOR PYROTECHNIC DISPLAYS.



Printing Press.



Rolling Press.



Composing Stick.



THE PROCESS OF PRINTING A CENTURY AGO.

"In preparing the press for working, the parchment which covers the outer tympan is wetted till it is very soft, in order to render the impression more equable; the blankets are then put in, and secured from slipping by the inner tympan. Then, while one pressman is beating the letters with the balls (q), covered with ink taken from the ink-block, the other person places a sheet of white paper on the tympan sheet, turns down the frisket upon it to keep the paper clean and prevent its slipping. Then, bringing the tympan down upon the form and turning the rounce, he brings the form with the stone, etc. (weighing about 300 lbs. weight), under the platten; pulls with the bar, by which means the platten presses the blankets and paper close upon the letter, whereby half the form is printed; then easing the bar, he draws the form still forward, gives a second pull and, letting go the bar, turns back the form, takes up the tympan and frisket, takes out the printed sheet, and lays on a fresh one."

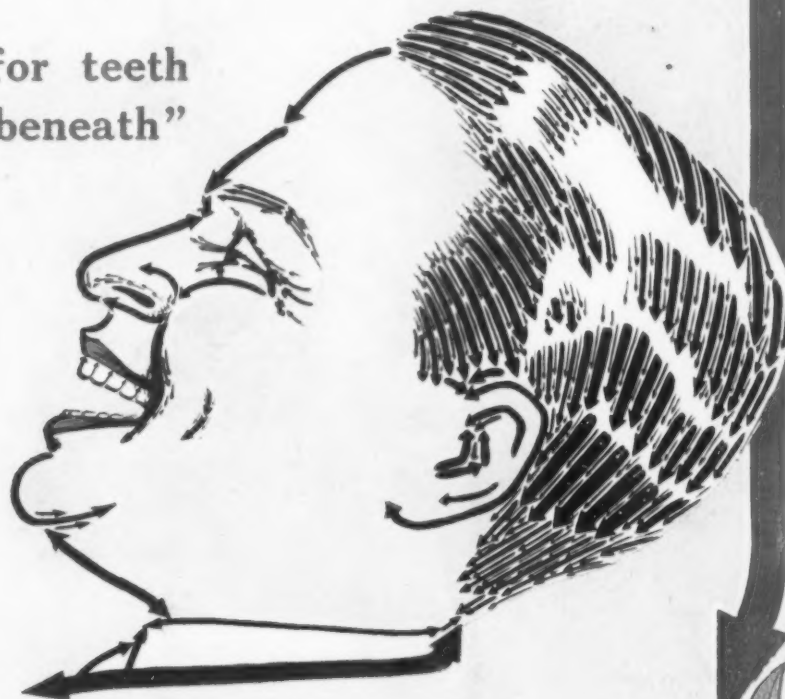
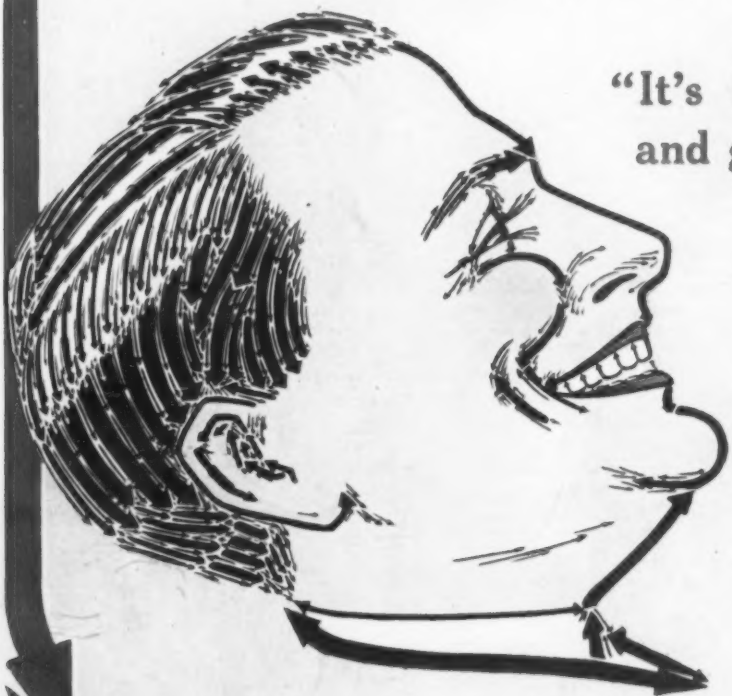
"Give me some

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SPEARMINT**

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"Your good teeth show you chew it"

"It's fine for teeth
and gums beneath"



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